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# Hongkong Sunday Herald.

THE LARGEST CIRCULATION IN SOUTH CHINA.

Vol. VI. No. 272.

號九十月五 年九十二百九十一英

HONG KONG, SUNDAY, MAY 19, 1929.

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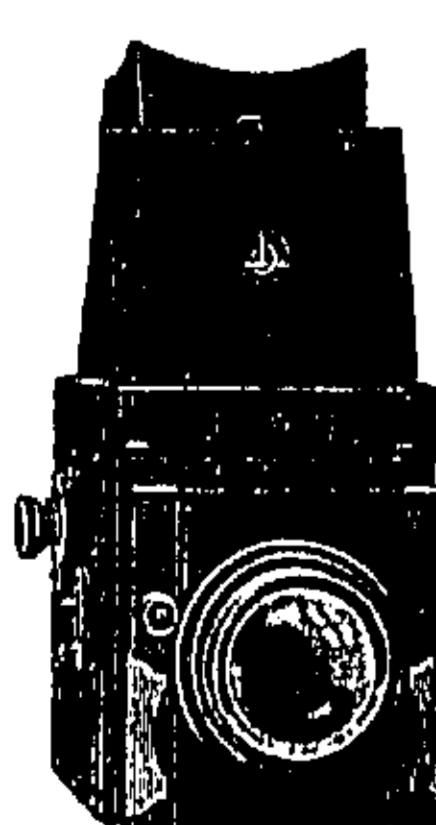
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## HOLIDAY RACING

PUBLIC ENJOYS SPORT DESPITE HANDICAP

### MR. HEARD'S THREE WINS

Chesapeake Bay Accounts For Aggregate Stakes

#### MATSHED STANDS SERVES WELL

The first day's results of the Fifth Extra Race Meeting showed a fair distribution of honours, favourites sharing with outsiders, in the eight races on the card. Christmas Chimes, carrying an impost of 164 pounds was beaten by Chesapeake Bay in convincing manner. The two ponies met on two occasions during the "Extra" season previous to yesterday and Chesapeake Bay had been beaten twice. Yesterday, however, he accounted for Christmas Chimes in no uncertain manner. Messrs. Beith and Heard's representative dead-heated with Monterey Bay for second place.

#### NO BIG DIVIDENDS

Mr. Heard rode three winners and was placed second twice. Mr. Harriman was next with two winners and a third. Mr. Roza secured one first, a second and three thirds. Mr. Arnold won the novices' race and also placed in the first race. Mr. Newbiggin accounted for the remaining win.

Dividends, as can be seen, were not on the high side, there being little or no surprises. The biggest dividend was paid on Young Pretender, and the win by the Duke of Melrose in the seventh race also brought a handsome return to holders of winning tickets, but it was the place betting that paid the best.

The public must be pleased with the excellent arrangements which the Jockey Club provided for them for the purpose of betting. Although the permanent structure is in the course of demolition, certain portions of had been retained and by means of hoardings and a canvas roof, quite a satisfactory betting booth was made. There was no ground for complaint and, if anything, the public must have been pleased to see the betting confined to one spot instead of throughout to the length of the public stands as before.

#### A Mischiefous Customer

City Hall proved a mischievous customer in the fourth race, and threw his jockey, but he was taken out in the last race and Mr. R. H. Charles managed to secure a place for his owner.

Mr. J. M. d'Almada Remedios, who had not been seen in the saddle at Happy Valley for many years, made a welcome re-appearance, as did Mr. G. W. Sewell. The public were also glad to see The Sun racing again. This pony started against the Colony's best sub. in the fifth race and all but got a place.

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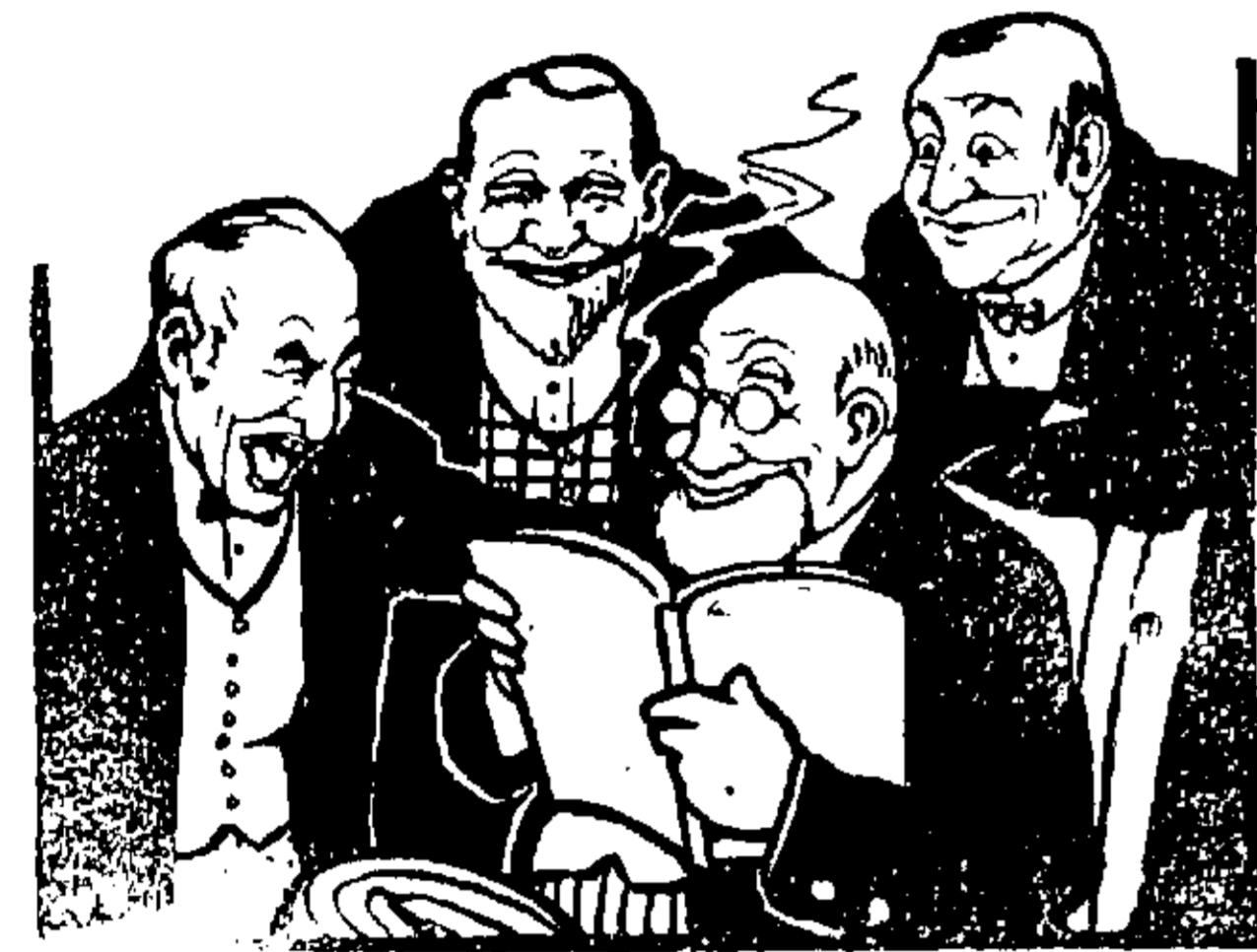
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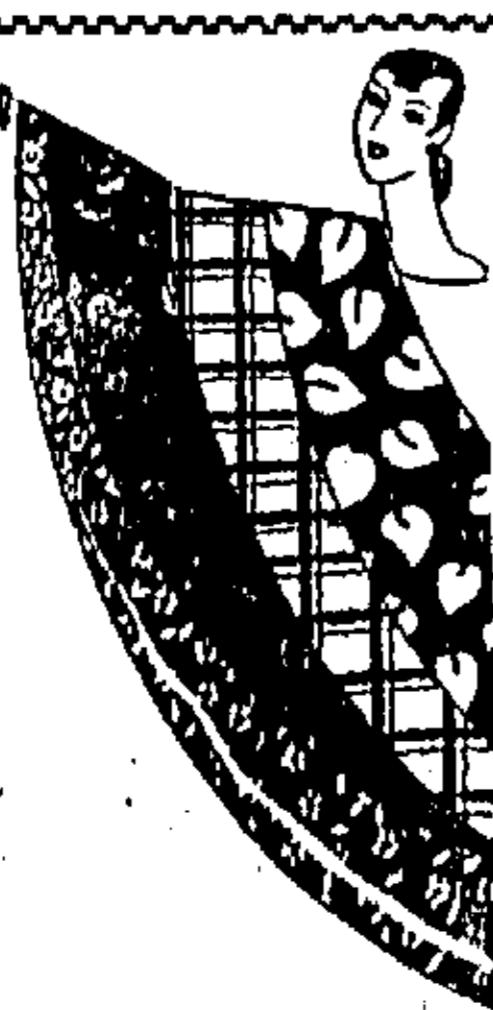
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## HOME SPORT.

### AN AMERICAN HORSE

Rough Count, the American four-year-old who has been sent over to try for some of our biggest prizes, made his first public appearance in the Lingfield Handicap. He had been made top-weight, and was asked to do a pretty big thing. If he had won, the inference from collateral form would have been that, over a mile, he was about six pounds better than Fairway. It is understood that his own connections did not support him heavily in the Ring, but all the same there was a very formidable commission out for him, and he was backed down to 3 to 1 in a field of twenty-five horses. He had every chance in the race and was prominent up to five furlongs, after which he was clearly out of it, finishing eighth. His American jockey confessed himself surprised at the pace at which the race was run. It is, indeed, one of the sharpest mile courses in England, and the best performances of Rough Count in America have been done over a mile-and-a-quarter and longer distances. He does not seem capable of a burst of speed, for when his jockey tried to get an extra effort out of him with the whip at the crisis of the race, there was no response. He is a homely looking animal, but a nice mover, and he did not seem undrained. Probably he requires a little longer acclimatising and will show his best in longer races, but there is nothing about him, so far, to suggest that he can win an Ascot Cup.

### Derby Horses

Another race at Lingfield—the Spring Stakes—had a large number of Derby horses among its entries, but, owing, doubtless, to the backwoodsness of the season, all but two of them gave the engagement a miss. The exceptions were the Aga Khan's Grand Terrace and Lord Dewar's Black Abbott, both just moderately fancied for Epsom. They finished second and third respectively to the smart gelding Welcome Gift, whom the market had rightly rated their superior. The form does not look particularly good, but the distance was half-a-mile shorter than the Epsom race, and, if Grand Terrace runs in June, he is certain to have backers who will put his breeding before everything else, for he is the Derby winner, Grand Parade, out of that splendid stayer, Tresima. There is not much sign yet of any real Derby market. The nominal favourites are Costaki Pasha, Gay Day, Mr. Jinks and Brienz.

### Rangers Lose the Cup

The genius of the unexpected haunts Cup-ties in Scotland, as in England. The final of the Scottish Cup looked, upon every kind of reckoning, a fairly good thing for the Rangers, who have gained 60 points unto the League table as against the 36 claimed by their rivals of Kilmarnock. Even though the Ibrox side were a little past their zenith of the season and had actually lost a game the other day, there was little to make their defeat probable. In the game, too, they were outmanned in no position except that of goal; yet all their constructive work came to nothing, and it was Kilmarnock who scored the only two goals of the afternoon. The trouble seemed to be that the Rangers were trying to modify their natural style in the "Cap-tie" direction, and so spoilt its balance. Clinic, the Kilmarnock goal-keeper, was quite the star of the match. Just before the end,

it makes much greater demands upon control, however. The "pall" is rather more punished than with the ordinary ball, and the "slic" very markedly so. And many had difficulty with the half-shot which is intended to stop on the green.

### Amateurs v. Professionals

A match between teams of leading amateurs and professionals on level terms at Sandwell Park produced some very interesting golf. Both sides were fairly representative, and, although the professionals won decided enough, it must be said that the others stuck to them far too closely for several matches to warrant high hopes of what they will do against Hagen and his colleagues in the Ryder Cup. Those two doubtful midlanders, Perkins and Tweddell, for instance, actually beat Mitchell and Duncan in the foursomes by 5 and 4. Mitchell, it is true, seemed ill, but the amateurs played magnificent golf—particularly Perkins who will certainly star; favourite for the Amateur Championship. It is a pity he is leaving us so soon for America. Another foursome out of the six was won, and a third halved, by the amateurs, while Wethered and T. A. Torrance were beaten only 2 and 1 by C. A. Whitcombe and F. Robson. The professionals won the singles 8-2. Wethered beatin' Mitchell by a hole, and Tweddell halving with Duncan, while E. R. Whitcombe and Havers had but hole victories over Major Hezlett and Dr. McCallum. In a competition, two days earlier, among the members of the Ryder Cup team at Frinton, Duncan was first with a score of 143 for the 36 holes, Mitchell and C. A. Whitcombe coming next with 146. Mitchell did a fine first round of 69, but the second showed how sadly his putting is liable to go to pieces. He missed several of less than two feet.



Gregalach, with Jockey Everett up, being led to the paddock after winning the Grand National Steeplechase at 100 to 1. T. Leader, jockey of a stable companion of the winner, is shown congratulating the victorious jockey.

## SOCIAL GOSSIP

M. Barthel de Wedenthal, the Polish Minister, is visiting Nanking.

Mr. K. Yoshizawa, the Japanese Minister, will return to Shanghai from Tokyo on the 26th instant.

Mr. K. I. Inukai, one of Japan's leading politicians and an old friend of Dr. Sun Yat-sen, is coming to Shanghai on the 26th instant to attend Dr. Sun's funeral as official representative of the Japanese Government. Mr. Inukai is the father-in-law of Mr. K. Yoshizawa, the Japanese Minister.

The Chinese papers say that the British, French and Belgian Ministers will attend the state funeral of the late Dr. Sun Yat-sen personally as official representatives of their respective governments.

The marriage arranged between Lieut. Shannan Stevenson, R.N. (retired), and Daphne, eldest daughter of Captain A. E. House, R.N. (retired), and Mrs. House, of Hankow, China, will take place at St. Mary's, Alverstoke, on June 1.

Culminating a romance which began in 1923 when Mr. Gulick was visiting friends in Atlanta, Georgia, Mrs. Ernestine Slaton McNichol was married on May 1 at the Yokohama Union Church to Mr. Vernon Ayres Gulick, reports the "Japan Advertiser." The bride entered the church on the arm of Mr. H. A. Poole, accompanied by Mrs. J. A. Eaton, as matron of honour to the prosaic male of the Bridal Chorus from "Lothringen." The bridegroom together with the best man, Mr. J. A. Eaton, met the bride at the altar where Dr. G. F. Draper performed the simple marriage ceremony of the Methodist ritual. The four ushers who assisted at the wedding were all dressed in the same pattern of cravats, shoes and other matching details. They were Mr. Leonard N. Green, Mr. P. E. Niclou, Mr. W. B. Spencer and Mr. J. F. Pennybacker.

W. A. Oldfield, the Australian wicket-keeper, whose engagement is announced and who is shortly visiting England, is slim, pleasant-features.

ed, about 5 ft. 7 in. in height, 31 years of age, and one of the greatest wicket-keepers the game has known.

He first came into prominence as a member of the Australian Imperial Forces' team which toured this country in 1919. His 48 in the last innings at Melbourne was invaluable as paving the way for his side's victory in the last Test.

Miss Hermione Baddeley, the leading lady in "The Five O'clock Girl," which recently opened at the London Hippodrome, is in private life Mrs. David Tennant. Her husband, the step-son of Lord Grey, has recently resigned his position as an announcer of the B.B.C. Miss Baddeley in private life is vivacious and fond of long ear-rings, flying and bright clothes.

Elsie Janis, a famous actress, was removed on March 11 from the Hotel Crillon, Paris, to the U.S. hospital at Neuilly in a serious condition. Miss Janis is ill with appendicitis and congestion of her right lung.

There is now a definite prospect of a triangular contest at Merthyr Tydfil. The prospective Unionist candidate, Mr. Bradley Birt, has cultivated the constituency for some time. Mr. James Jenkins, of Pontypool, has been chosen as the prospective Liberal candidate. Mr. R. C. Wallhead is the present Labour-Socialist member.

Says a Canadian paper: From east, from west, from north, from south, come glowing tributes in praise of the golden voice of Florence Austral. The great British prima donna wherever she is heard sends both critics and uncritical public into rhapsodies. "Florence Austral is the greatest living Wagnerian singer," declares the dean of British critics, Ernest Newman. "Hers is the greatest soprano voice of living time, the golden voice of living time," writes Edward Moore in the "Chicago Tribune."

Florence Austral disclosed the record-wining voice of the season," said the New York Sun, a few weeks ago, when the Covent Garden diva gave a concert in the American metropolis. Generally regarded as having donned the mantle of Melba, Austral is like that historic figure in the realm of song, also an Australian

by birth. The great triumphs, too, that heralded the beginning of her wonderful career were won on the stage of Covent Garden, and it is to Covent Garden that she will return for the brilliant London season of grand opera in May and June.

The King has approved the appointment of the Duke of York to be Lord High Commissioner of the Church of Scotland, in succession to the Earl of Stair. The Lord High Commissioner is the King's direct representative at the sitting of the General Assembly in May each year, and speaks and acts as if his Majesty himself were present. He resides in Holyrood Palace, and the first ceremonial connected with his visit is when he is met by the Lord Provost and Town Council of Edinburgh, in chains and robes, and handed the keys of the city. Before the opening of the Assembly it is customary for him to attend a service at St. Giles's Cathedral.

Miss Hermione Baddeley, the leading lady in "The Five O'clock Girl," which recently opened at the London Hippodrome, is in private life Mrs. David Tennant. Her husband, the step-son of Lord Grey, has recently resigned his position as an announcer of the B.B.C. Miss Baddeley in private life is vivacious and fond of long ear-rings, flying and bright clothes.

The Lord High Commissioner rides in a State coach, escorted by cavalry, on his journey from Holyrood to the Assembly meeting-place near the Castle. His arrival is announced by a salute of twenty-one guns, and the same honour is accorded to him when he leaves. It will be his first duty to read the message from the King announcing the customary annual grant of £2,000 for Church work in the Highlands, and then deliver his own speech from the throne. A further duty, imposed under the terms of the original appointment in Stuart times, is to send to the King a report of the proceedings. If the Duke of York follows the practice of his predecessors in the office, he will also pay a visit "over the way" to the General Assembly of the United Free Church, which will also be in session in May. The office of Lord High Commissioner has usually been held by a peer of Scotland, but in 1924 it was held by Mr. James Brown, once a working miner, and the Labour member of Parliament for South Ayrshire.

### BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or Phone C. 4041.



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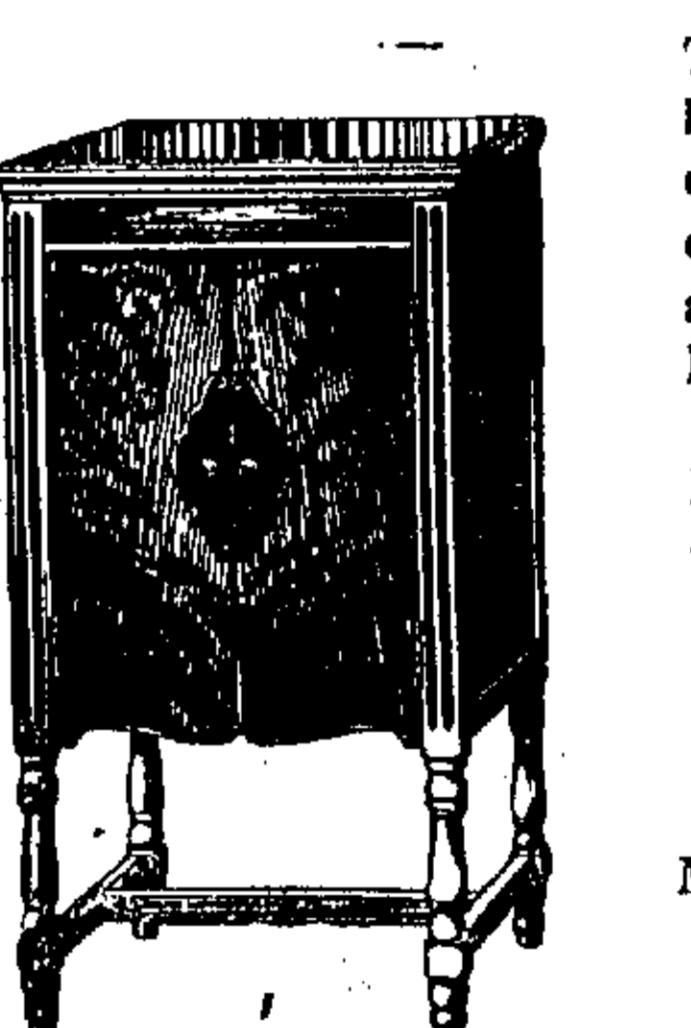
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absolutely All Wool  
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and Workmanship  
right  
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made to measure  
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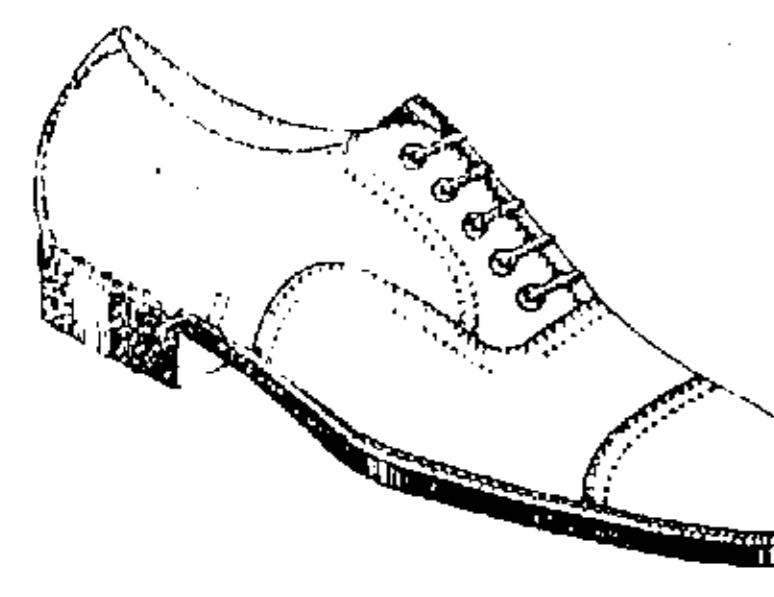
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**"KELTIC"  
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FOR MEN**

"KELTIC" SHOES are perfect fitting; made one less fitting at the back than the forepart they fit snugly round the ankle, at the same time giving every comfort to the Toes.

New Stocks just unpacked in

BLACK & BROWN.

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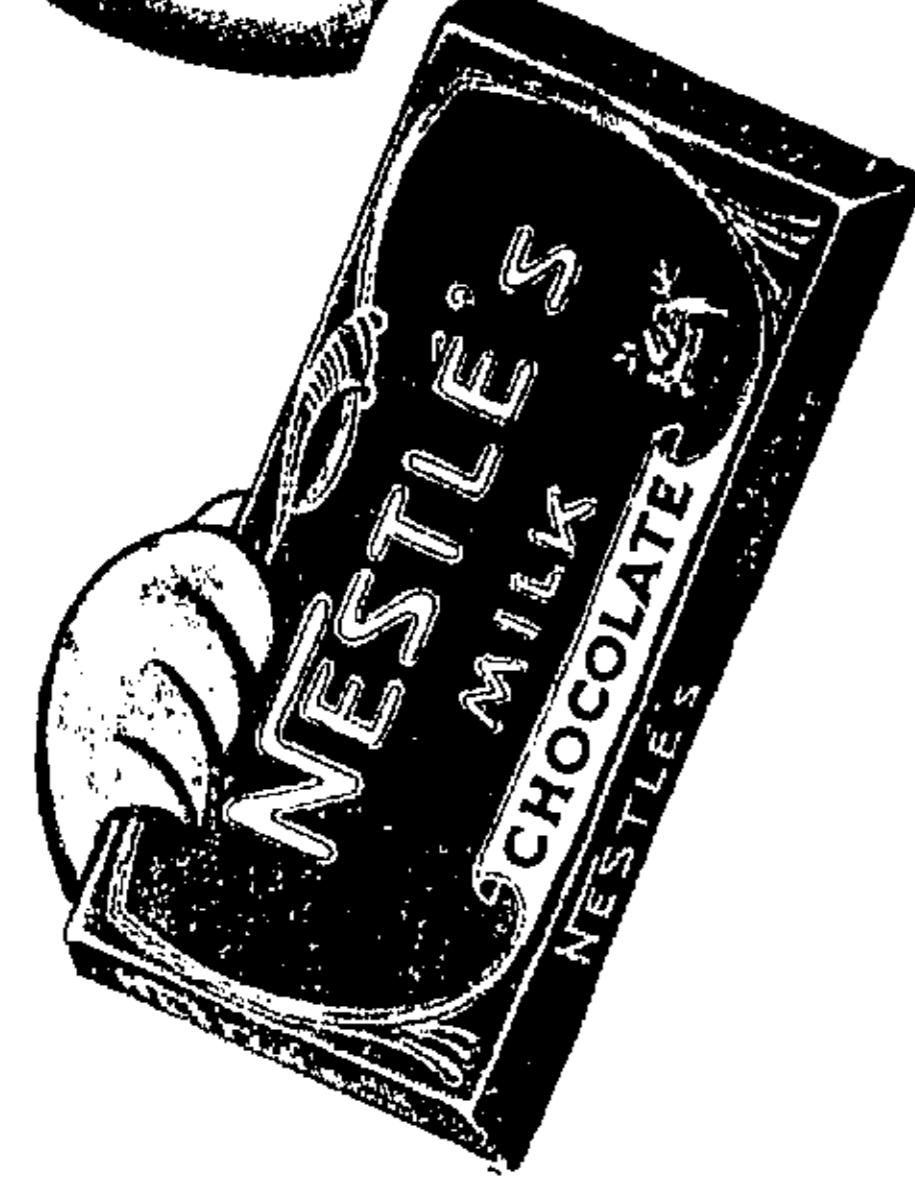
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10, Ice House Street.



Nestle's, the milk chocolate in the gay red jacket. Smooth creamy complexion. Smooth creamy taste. The milk chocolate that chooses its milk with the utmost care, and from cows fed in rich meadows. Satiny and satisfying is Nestle's Milk Chocolate. Taste it; and it will graciously help you to forget that you ever tasted any other.

Try these - the same Nestle's creamy choc  
NESTLE'S CROQUETTES - dainty delicious rounds of wrapped  
smooth Milk Chocolate.

NESTLE'S NAPOLITAINS -

wrapped rectangles of Milk Chocolate.

*All choc = full of goodness!*

THE MIGHTY LOVE MELODRAMA  
OF THE OIL FIELDS!



A Story packed with action, adventure, thrills, and romance.

Also at all Performances **WONG WON SANG** and Company Chinese Magicians

AT THE **MAJESTIC** TO-DAY ONLY  
at 2.30, 5.20, 7.15 and 9.15 p.m.

**LAWN BOWLS**

**Record Defeat By  
C.S.C.C.**

**KOWLOON DOCK'S "PILL"**

**Double Events For Taikoo And  
Craigengower C.C.**

The Civil Service C.C., who, a week ago, convincingly accounted for the Craigengower C.C., suffered a record defeat in the history of local lawn bowls, when they went under to the Kowloon Dock R.C. by 52 shots yesterday, in the First Division of the League, on the latter's ground. A margin of 49 shots—the win of Club de Recreio's "A" team over the Taikoo R.C. in Division II on August 10, 1928—was the previous "record."

The Kowloon C.C. and the Taikoo R.C., with two successive victories each, occupy joint first place in the table. The Police R.C. have yet to break their run of bad luck, as they lost again by a narrow margin.

The Royal H.K. Yacht Club continue to do well in Division II, their victory of 26 shots over the Kowloon C.C. being a praiseworthy performance. The Civil Service C.C. are early showing signs of being able to fulfil their ambition of becoming champions of this occasion.

The Craigengower C.C. and the Taikoo R.C. secured double victories.

**Division I**

**KOWLOON D.R.C. v. C.S.C.C.**

On their own ground, the Kowloon Dock R.C. defeated the Civil Service C.C. by 52 shots.

Scores:

**Kowloon Dock Civil Service**  
T. Atkinson J. T. Laing  
J. V. Ramsay J. R. Archibald  
J. A. Lindsay J. J. Gregory  
J. C. Brown R. T. Taylor  
(Skip) ... 29 (Skip) ... 9  
W. Hedley F. E. Booker  
H. G. Cooper S. E. Alderman  
J. McElvie C. Bennett  
J. Puncion A. O. Brown  
(Skip) ... 31 (Skip) ... 11  
F. Goodman C. Sara  
W. Greig J. Deakin  
J. O. McLaggan J. Hollidge  
F. Cullen A. W. Grimmitt  
(Skip) ... 26 (Skip) ... 14  
86 34

**C.C.C. v. CLUB DE RECREIO**

At Happy Valley the Craigengower C.C. defeated the Club de Recreio by 34 shots.

Scores:

**C.C.C. Club de Recreio**  
W. T. Brightman C. F. Vaz  
A. E. Coates F. X. Soares  
E. el Arculli C. Silva  
U. M. Omar P. Yvanovich  
(Skip) ... 23 (Skip) ... 16  
G. L. Buchanan F. X. M. Silva  
A. A. Razack L. C. R. Sousa  
H. Beer C. A. Lopes  
R. Basa R. F. Luz  
(Skip) ... 30 (Skip) ... 13  
F. J. Neves C. M. Alves  
M. A. R. Sousa D. Alves  
D. Rumjahn C. E. Marques  
B. W. Bradbury A. Ribeiro  
(Skip) ... 28 (Skip) ... 15  
81 44

**POLICE R.C. v. K.C.C.**

At Happy Valley, the Police R.C. lost to the Kowloon C.C. by two shots.

Scores:

**Police R.C. Kowloon C.C.**  
G. Shepherd F. B. Smith  
J. Field J. Hepburn  
W. E. Hollands J. A. Howe  
G. Moss A. E. Silkstone  
(Skip) ... 17 (Skip) ... 15  
Mist Dunbar  
R. Marks A. C. Burford  
G. Hargraves J. Fraser  
W. West L. E. Lammert  
(Skip) ... 15 (Skip) ... 13  
Kirby H. Gittins  
J. Fender B. Petheram  
W. Glendinning H. Overy  
W. Mair J. Gibson  
(Skip) ... 14 (Skip) ... 20  
46 48

**TAIKOO R.C. v. K.B.G.C.**

On their own ground, the Taikoo R.C. defeated the Kowloon B.G.C. by 15 shots.

Scores:

**Taikoo R.C. Bowling Green**  
J. Chalmers S. Eccleshall  
T. Grimes J. S. McIntosh  
C. B. Matthews P. T. Farrell  
N. Drummond D. Gow  
(Skip) ... 17 (Skip) ... 15  
J. Laing D. W. Phillips  
A. Stalker H. H. Rose  
D. Munro E. W. L. Hogbin  
J. Ferguson T. J. Magill  
(Skip) ... 21 (Skip) ... 19  
J. McLeod R. Duncan  
J. B. Chapman W. E. Hale  
G. Morrison H. Nish  
W. Wotherspoon R. Hall  
(Skip) ... 28 (Skip) ... 17

**Division II**

**CLUB DE RECREIO v.  
CRAIGENGOWER**

At Kowloon, the Club de Recreio lost to the Craigengower C.C. by 13 shots.

Scores:

**Recreio Craigengower**  
L. E. Remedios E. Tuck  
F. V. Ribeiro W. E. Pearce  
E. L. Barros Y. Abbas  
J. G. Ozorio W. Collins  
(Skip) ... 17 (Skip) ... 24  
A. S. Gomes S. Flegge  
A. G. Rosario W. Langenstrasse  
A. V. Barros J. Wiltshire  
L. G. Gutierrez C. S. Rossetlet  
(Skip) ... 18 (Skip) ... 18  
M. F. Baptista Field  
J. M. S. Rosario Gill  
A. C. Rodrigues J. Cavanagh  
A. H. Basto M. O'Brien  
(Skip) ... 14 (Skip) ... 20  
49 62

**K.C.C. v. YACHT CLUB**

On their own ground, the Kowloon C.C. lost to the Royal H.K. Yacht Club by 26 shots.

Scores:

**Kowloon C.C. Yacht Club**  
Raven E. B. Reed  
Borrowman S. J. Jordain  
Labrum P. W. Ramsay  
J. P. Robinson A. Chapman  
(Skip) ... 16 (Skip) ... 27  
Green E. S. Abraham  
Laithwaite Brayfield  
J. Smith W. Macfarlane  
F. G. Herridge G. R. Edwards  
(Skip) ... 16 (Skip) ... 18  
Webb A. Stevenson  
W. Edwards E. W. Carpenter  
H. Hampton A. T. Hamilton  
A. H. Lay J. K. Shaw  
(Skip) ... 14 (Skip) ... 26  
45 71

**C.S.C.C. v. ELECTRIC R.C.**

At Happy Valley, the Civil Service C.C. defeated the Electric R.C. by 32 shots.

Scores:

**Civil Service C.C. Electric R.C.**  
F. H. Holdman L. de Rome  
W. J. Bickford H. Hatch  
L. Whant H. F. Akehurst  
B. E. Maughan L. J. Davies  
(Skip) ... 27 (Skip) ... 16  
H. L. Lockhart A. P. Tarbuck  
R. R. Wood F. Normington  
S. Randle A. F. Paul  
L. E. Luck W. B. Muskett  
(Skip) ... 25 (Skip) ... 19  
E. W. Simmonds C. H. Coutte  
H. F. Westlake F. F. Duckworth  
R. D. Davies J. F. Lunny  
F. Haynes A. Webster  
(Skip) ... 26 (Skip) ... 12  
78 46

**K.B.G.C. v. TAIKOO R.C.**

On their own ground, the Kowloon B.G.C. lost to the Taikoo R.C. by 15 shots. Scores:

**Bowling Green Taikoo R.C.**  
S. West S. Hope  
F. L. Rapley J. Polson  
W. Bell D. Spiers  
J. MacLachlan D. Walmesley  
(Skip) ... 10 (Skip) ... 33  
H. F. Stoneham Watson  
A. W. E. Davidson Johnston  
A. R. Whibley Weir  
G. E. Royley H. Mackechnie  
(Skip) ... 23 (Skip) ... 17  
G. Thompson C. Cameron  
V. H. Chittenden J. Stewart  
E. S. Drake R. Keown  
D. F. Warren T. Young  
(Skip) ... 24 (Skip) ... 22  
57 72

**LEAGUE TABLES**

**Division I**

**P. W. D. L. Pts.**

**Kowloon C.C. 2 2 0 0 4**

**Taikoo R.C. 2 2 0 0 4**

**Kowloon D.R.C. 3 2 0 1 4**

**Civil Service C.C. 2 1 0 1 2**

**Kowloon B.G.C. 2 1 0 1 2**

**Craigengower C.C. 2 1 0 1 2**

**Club de Recreio 2 0 0 2 0**

**Police R.C. 3 0 0 3 0**

**Yacht Club 3 3 0 0 6**

**Civil Service C.C. 2 2 0 0 4**

**Taikoo R.C. 72 57 15 0**

**Electric R.C. 3 1 0 2 2**

**Kowloon C.C. 1 0 0 1 0**

**Club de Recreio 3 0 0 3 0**

**Shots For and Against**

**For Agst. Up Dn.**

**Kowloon D.R.C. 199 150 49 0**

**Taikoo R.C. 124 104 20 0**

**Craigengower C.C. 133 116 17 0**

**Club de Recreio 109 99 10 0**

**Kowloon B.G.C. 113 122 0 9**

**Police R.C. 160 170 0 10**

**Civil Service C.C. 106 138 0 32**

**Club de Recreio 97 142 0 45**

**Division II**

**P. W. D. L. Pts.**

**Yacht Club 193 154 39 0**

**Civil Service C.C. 186 102 33 0**

**Taikoo R.C. 72 57 15 0**

**Craigengower C.C. 115 100 0 0**

**Kowloon B.G.C. 182 183 0 1**

**Kowloon C.C. 45 71 0 26**

**Electric R.C. 164 196 0 32**

**Club de Recreio 159 103 0 34**

**HOLIDAY RACING**

(Continued from Page 1)

**3.—Green Island Handicap: "A" Class: Six Furlongs.—For China Ponies Ponies, other than Subscription Griffins, which have won the Aggregate Stakes, Substitute Stakes, or an "A" Class Handicap since January 1, 1929, barred. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Places**

**Han Un's Monterey Bay 149 lbs. ... (Mr. W. T. Stanton) 0**

**Time: 2 mins. 03.1/5 secs.**

**Two lengths; \*Dead Heat.**

**Pari-mutuel, winner \$11.00;**

**places, 1st \$6.10; 2nd \$6.10 for both**

**Christmas Chimes and Monterey Bay.**

**Winner Places**

**Christmas Chimes 799 485**

**Chesapeake Bay 704 488**

**Monterey Bay 177 136**

**Huntingdon 45 46**

## LAWN TENNIS

Some Pronounced Victories

"FULL POINTS"

Triple Event For Hong Kong Cricket Club

In brilliant weather yesterday, thirteen matches were played in the Lawn Tennis League. The margin between winning and losing teams was unusually pronounced, no fewer than three sides recording "full points," that is, without conceding a single set to their opponents.

The Hong Kong C.C. won all their three fixtures, and are likely to go far in the competition. The University had a close tussle with the South China A.A. in the "A" division at King's Park, losing by the odd set.

In the "B" section, the Royal Engineers and Royal Corps of Signals, playing away, did well to snatch a victory from the Kowloon C.C. The Chinese R.C. carried all before them against their old rivals, the Indian R.C. whilst the Young Men's Christian Association, a new entry in this division, beat the S.C.A.A. by a handsome margin.

The C.R.C. made a poor start in the "C" division, and will have to look to their laurels. The Civil Service C.C. won again, but are not expected to stay long at the top of the table.

## "A" Division

CHINESE R.C. v. M.B.K.

At Causeway Bay, the Chinese R.C. defeated the Mitsu-Bussan Kaisha by six sets to three. Scores:

Ng Sze-kwong and C. Chea (C.R.C.)

lost to T. Honda and T. Akiyama 3-6

beat T. Yamada and T. Imura 6-1

lost to Y. Uikuchi and H. Yoshida 3-6

M. W. Lo and M. K. Lo (C.R.C.)

lost to T. Honda and T. Akiyama 3-6

beat T. Yamada and T. Imura 6-3

beat Y. Uikuchi and H. Yoshida 6-4

CRAIGENGOWER v. H.K.C.C.

At Happy Valley, the Craigengower C.C. lost to the Hong Kong C.C. by three sets to six. Scores:

J. W. Leonard and O. Ismail (C.R.C.)

lost to E. D. Lawrence and H. Owen Hughes 4-6

beat J. G. Laurie and H. J. Armstrong 6-4

lost to G. W. Sewell and A. D. Humphreys 0-6

G. Lia and Y. Hachiuma (C.C.C.)

lost to E. D. Lawrence and H. Owen Hughes 4-6

lost to J. G. Laurie and H. J. Armstrong 2-6

lost to G. W. Sewell and A. D. Humphreys 2-6

D. Rumjahn and G. Bodiker (C.C.C.)

lost to E. D. Lawrence and H. Owen Hughes 4-6

beat J. G. Laurie and H. J. Armstrong 6-2

lost to G. W. Sewell and A. D. Humphreys 6-1

S.C.A.A. v. H.K. UNIVERSITY

On their own ground the South China A.A. defeated the H.K. University by five sets to four. Scores:

Li Woon-sol and Li Wel-tsol (S.C.A.A.)

beat G. de Souza and H. K. Lee 6-4

beat Prof. Forster and Prof. Tottenham 6-2

lost to T. K. Tam and T. W. Chong 3-6

Chau So and Ho Wai-hing (S.C.A.A.)

lost to G. de Souza and H. K. Lee 6-1

beat Prof. Forster and Prof. Tottenham 9-7

beat T. K. Tam and T. W. Chong 6-2

T. S. Cho and W. S. Lay (S.C.A.A.)

lost to G. de Souza and H. K. Lee 4-6

lost to Prof. Forster and Prof. Tottenham 4-6

lost to T. K. Tam and T. W. Chong 3-6

K.R.C. v. RECREIO

On their own ground, the Kowloon C.C. defeated the Club de Recreio by eight sets to one. Scores:

E. C. Fincher and E. F. Fincher (K.R.C.)

beat R. Roberts and V. Yvanovich 7-5

beat F. J. Remedios and A. V. Gosano 6-0

beat H. A. Barros and E. A. Noronha 6-2

S. E. Green and T. Lay (K.R.C.)

beat R. Roberts and V. Yvanovich 6-4

beat F. J. Remedios and A. V. Gosano 6-2

beat H. A. Barros and E. A. Noronha 6-1

T. E. Millard and F. Grose (K.R.C.)

beat R. Roberts and V. Yvanovich 6-4

lost to F. J. Remedios and A. V. Gosano 4-6

beat H. A. Barros and E. A. Noronha 6-1

"B" Division

RECREIO v. H.K.C.C.

At King's Park, the Club de Recreio lost to the Hong Kong C.C. by four sets to five. Scores:

L. A. Ribeiro and A. V. Remedios (C.R.C.)

lost to H. Lo and Iu Tak-cheuk 3-6

lost to Iu Tak-lam 4-6

lost to Lai Kwong-tsun and Lai Fook-ki 2-6

S. S. Hussain and D. Mohamed (I.R.C.)

lost to H. Lo and Iu Tak-cheuk 1-6

lost to Iu Tak-lam 3-6

lost to Lai Kwong-tsun and Lai Fook-ki 4-6

A. H. Madar and N. B. Kitchell (I.R.C.)

lost to H. Lo and Iu Tak-cheuk 2-6

lost to Iu Tak-lam 2-6

lost to Lai Kwong-tsun and Lai Fook-ki 0-6

F. I. Zimmern and G. Lee (K.R.C.)

lost to Col. Skinner and Capt. de Linde 3-6

lost to Maj. Tosh and Sgt. Trumper 4-6

beat Maj. Kerrich and S/M Atkinson 6-3

A. E. Guest and W. Gittings (K.R.C.)

beat Col. Skinner and Capt. de Linde 9-7

lost to Maj. Tosh and Sgt. Trumper 7-5

lost to Maj. Kerrich and S/M Atkinson 6-7

UNIVERSITY v. NIPPON

At Pokfulam the University lost to the Nippon Club by two sets to seven. Scores:

G. E. Yeoh and Prof. Ride (University)

lost to N. Nomura and K. Suenaga 2-6

lost to T. Fujieda and K. Yoshikawa 2-6

lost to K. Nakura and Y. Sajiki 2-6

T. K. Lien and F. Y. Kho (University)

lost to N. Nomura and K. Suenaga 3-6

lost to T. Fujieda and K. Yoshikawa 3-6

beat K. Nakura and Y. Sajiki 9-7

Y. F. Chew and D. J. N. Anderson (University)

beat N. Nomura and K. Suenaga 6-4

lost to T. Fujieda and K. Yoshikawa 4-6

lost to K. Nakura and Y. Sajiki 4-6

CHINESE R.C. v. I.R.C.

At Sookumpon, the Indian R.C. lost to the Chinese R.C. by nine sets to nil. Scores:

S. A. R. Bux and S. A. Ismail (I.R.C.)

lost to I. H. Lo and Iu Tak-cheuk 3-6

lost to Iu Tak-lam 4-6

lost to Lai Kwong-tsun and Lai Fook-ki 2-6

S. S. Hussain and D. Mohamed (I.R.C.)

lost to I. H. Lo and Iu Tak-cheuk 1-6

lost to Iu Tak-lam 3-6

lost to Lai Kwong-tsun and Lai Fook-ki 4-6

A. H. Madar and N. B. Kitchell (I.R.C.)

lost to I. H. Lo and Iu Tak-cheuk 2-6

lost to Iu Tak-lam 2-6

lost to Lai Kwong-tsun and Lai Fook-ki 0-6

Y.M.C.A. v. S.C.A.A.

At Causeway Bay, the Chinese R.C. lost to the South China A.A. by four sets to five. Scores:

M. C. Law and C. W. Cheng (C.R.C.)

lost to Ng Kam-chuen and Choy Ping-fan 3-6

beat C. S. Chan and C. C. Ma 6-2

beat Ip Kau and Mow Yuk-kwan 6-3

P. K. Kwok and Chau Wah-po (C.R.C.)

lost to Ng Kam-chuen and Choy Ping-fan 2-6

lost to C. S. Chan and C. C. Ma 5-6

lost to Ip Kau and Mow Yuk-kwan 3-6

W. C. Hung and Chiu Tsun-chiu (C.R.C.)

lost to Ng Kam-chuen and Choy Ping-fan 7-9

beat C. S. Chan and C. C. Ma 6-1

beat Ip Kau and Mow Yuk-kwan 6-3

CIVIL SERVICE C.C. v. I.R.C.

At Happy Valley, the Civil Service C.C. defeated the Indian R.C. by six sets to three. Scores:

Maj. C. Willson and J. Barrow (C.S.C.C.)

beat S. K. Tam and L. F. Tin 6-1

beat H. Chan and A. Chan 6-2

lost to F. L. Wong and Y. L. Yung 7-9

T. J. Price and E. R. Price (Y.M.C.A.)

beat S. K. Tam and L. F. Tin 6-0

beat H. Chan and A. Chan 6-4

beat F. L. Wong and Y. L. Yung 6-1

E. Ponsford and C. S. Pile (Y.M.C.A.)

beat S. K. Tam and L. F. Tin 6-1

beat H. Chan and A. Chan 6-1

beat F. L. Wong and Y. L. Yung 6-3

"C" Division

H.K.C.C. v. R.A.O.C.

On their own ground, the Hong Kong C.C. defeated the Royal Army Ordnance Corps by nine sets to nil. Scores:

H. V. Parker and W. L. Dunbar (H.K.C.C.)

beat Maj. White and S/Sgt. Greenaway 7-5

beat S/Sgt. Hardy and Cpl. Thompson 6-1

beat S/Cdr. Paver and L/Cpl. Morgan 6-3

C. Blaker and C. H. Bradley (H.K.C.C.)

beat Maj. White and S/Sgt. Greenaway 6-4

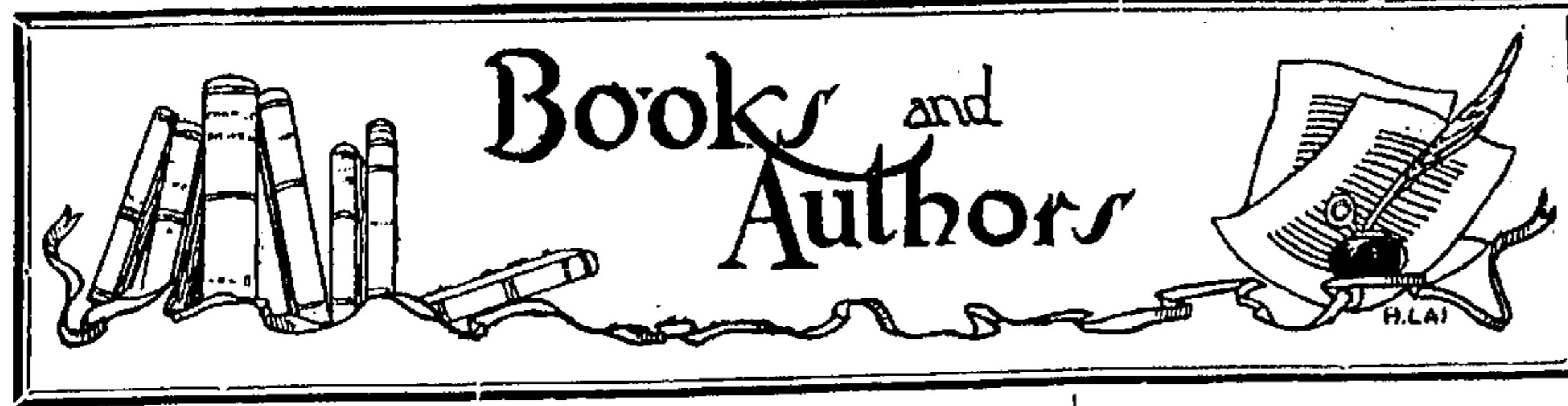
beat S/Sgt. Hardy and Cpl. Thompson 6-3

beat S/Cdr. Paver and L/Cpl. Morgan 6-2

N. S. Lee and J. A. Summers (H.K.C.C.)

beat Maj. White and S/Sgt. Greenaway 7-5

beat S/Sgt. Hardy and Cpl.



## Books and Authors

### BRITAIN AND CHINA

#### Days of the East India Company

[The *Chronicles of the East India Company trading to China (1635-1834)*" by Hosen Ballon Morse, LL.D., Vol. V Supplementary (1742-74); published by Humphrey Milford at the Clarendon Press, Oxford, 1929, 15/-]

In 1928 Dr. H. B. Morse gave to the public in four volumes the results of his examination of the extant records of the relations of the East India Company with China and thus laid students of history and especially of Sino-British politics and commerce under a great obligation.

The records, as was noted in the first volume, were practically complete except for two consecutive periods 1743-53 for which the records were "in a fragmentary condition" and 1754 to 1774, for which there were no records in the India Office. This was a serious loss as the period is one of the most important in the history of Britain as well as of the Company, including as it does the acquisition of Canada and India and the loss of the American Colonies, in the two latter of which regions the Company was specially interested. By great good luck this gap has now been bridged and the volume under review completes as far as can be completed at present the four earlier volumes.

#### Romance of Commerce

Even as a separate production, this volume makes fascinating reading. There could be no better example chosen of the romance of commerce. It is impossible in a brief review to do justice to the variety, or the importance of the facts here recorded, we must content ourselves with the mention of a few that should appeal to the non-specialist, and invite all interested in the story of British contact with China and who in Hong Kong should not be? to get it (and the volume to which it is a supplement) and read for themselves.

#### Chinese Officials

Nothing is more fascinating, because so human, as the accounts given throughout the volume of the dealings between the British and the Chinese merchants (both shrewd in the extreme) and the

attitude of the Chinese officials—crafty, diplomatic, domineering, accommodating — towards "all strangers." The old story of the inaccessibility of the higher officials occurs again and again and the difficulty if not impossibility of getting interpreters and translators was almost insuperable. Chinese were bambooed and other ways severely dealt with if they assisted the foreigners in any way to learn or use the sacred language. "The school master who has hitherto taught Messrs. Bevan and Barton the Chinese language without any interruption whatever was yesterday and this day ordered to attend the Namhoyen. . . . In the first day's attendance the Master . . . . was . . . . advised in a friendly manner to forbear going to our factory . . . . the Tsongtouk did not approve of it but to-day (for what reasons he knows not) his reception was extremely severe, and . . . . the Namhoyen was weak enough to declare that by our people's learning the Chinese language it would at least enable us to trouble the Court with Complaints." "The Chinese Master to our two young people being fearful yet of appearing, we have agreed with an old man who formerly taught Mr. Flint to give them lessons privately." Dr. Morse notes that it was a settled policy at Canton to allow the Europeans to have no independent means of translating official documents or of interpreting; for both they were supposedly driven to rely on the pidgin jargon of the Chinese merchants and linguists' or had to depend on Portuguese (who were not always reliable) or French missionaries. A few did learn it almost secretly and became indispensable to the Company's agents. Of these the Mr. Flint mentioned in the quotation was incarcerated by the Chinese for daring to contract "an acquaintance with Loo A-jung a Chinese they agreed together to make out a representation to the Emperor." Loo A-jung lost his head and Flint got three years!

#### Ship Stories

Each foreign ship had to have securities among the Chinese merchants who were responsible for the good behaviour, honesty, etc., of the foreigners as well as for all official payments. The securities therefore carried a heavy burden which was however increased by other exactions. "It is

### TO-DAY'S RADIO

#### Broadcast By Z. B. W.

#### ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres.

1.48 p.m.—Weather report.  
5.55 p.m.—Evening Service relayed from St. John's Cathedral. Preacher:—

7.48 p.m.—Evening weather report.  
9 p.m.—Evening Programme, (Columbia records supplied through the courtesy of Anderson Music Co.).

"Nell Gwyn Dances" (Edward German), Regimental Band of H.M. Grenadier Guards.

No. 1 Country Dance.

2 Pastoral Dance.

"Humoresque" (Dvorak), Regimental Band of H.M. Grenadier Guards.

"By The Waters Of Minnetonka," "At Dawning," Soprano, Corinne Rider-Kelsey.

"1812," Overture Solennelle (Tschikowsky).

Sir Henry J. Wood and the New Queen's Hall Orchestra.

"All Suddenly The Wind Comes Soft."

"Do You Know My Garden?" Tenor, Hubert Eisell.

"Ave Verum" (Mozart), "Sarabande" (Sulzer), 'Cello Solo, W. H. Squire.

"Little Joan," "Maud Marie," Duet, Flotsam and Jetsam.

"Serenade" (Gounod), "Extase" (Louis Ganne),

The J. H. Squire Celeste Octet, "Kol Nidre" (Max Bruch), 'Cello Solo, Felix Salmond.

"Valse Triste," "Practuldn,"

Sir Dan Godfrey & the Bourne-

mouth Municipal Orch.

"Lied Ohne Worte" (Song Without Words),

"Nocturne," Violin Solo, Yovanovich Bratza.

"Cavalleria Rusticana" (Mascagni), The J. H. Squire Celeste Octet. Intermezzo, Opening Chorus, Easter Hymn.

10.30 p.m.—Close down.

### WARSHIPS IN PORT

The following warships are at present here:—

Basin: H.M.S. "Tamar," S.W. Basin: H.M. S/m. L15, North Arm: H.M.S. "Sopey," W. W. Dock: H.M.S. "Cossawall," In Dock: H.M.S. "Bruce," "Sommie" and "Sirdar."

Foreign Men-of-War Chinese Cruisers: "Yang Swei" and "Hai Yang," French Gunboat "Argus," U.S.S. "Tulsa."

In a maintenance case at Leeds a Jewish wife said her husband had kept up his weekly payments regularly, but had on each occasion deducted 1s. as discount for prompt payments.



#### PATRICK BURNS.

Patrick Burns, of Calgary, outstanding figure in western ranch and ranch life of Western Canada for many years and founder of the Burns business which bears his name, is here seen on the steps of the Empress Hotel at Victoria during a recent trip to the coast.

Western Wheat Pools—Marketed 150,000,000 bushels of grain in five years, with a turnover exceeding \$100,000. Membership of 150,000. Gross turnover crop year 1927-8, \$825,000,000, of 233 million bushels of wheat and coarse grains.

most important of all, the tea trade with the American Colonies. For some years tea had been accumulating in London. Too much was being imported by the Company from Canton and large quantities, brought to Europe by French, Dutch, Danes and Swedes, were being smuggled in. The attempt to unload some of the stock on the American colonies led ultimately to the Boston Tea Party and the rise of the U.S.A. as an independent nation.

The specialist will find much of interest and importance in this volume as in the others. The trade in woolens and in cottons; in tin, lead and specie; in tea and silk and blue and white china; the prices of these and other commodities; the routes and seasons and loading and measuring of ships; the financing of the trade from Britain and India; the private trading of the Company's servants, and the trading of private traders; the Contraband nature of 'opium' and the Company's orders to forbid it.

#### An Amusing Passage

In a book of this calibre one does not expect humour but the sailor's traditional love of the 'cloth' in the following comment afforded amusement to one reader: "The ships were chartered at 499 tons each, owing to the legal requirement that chaplains must be carried on all ships of 500 tons or over."

The format of the book is what we have been taught to expect in any volume bearing the name of Mr. Humphrey Milford. There is an adequate index which makes reference easy and two illustrations, engravings of East Indians, add to the attractiveness of the volume.

—W. L. H.

### BOOK OF FUN

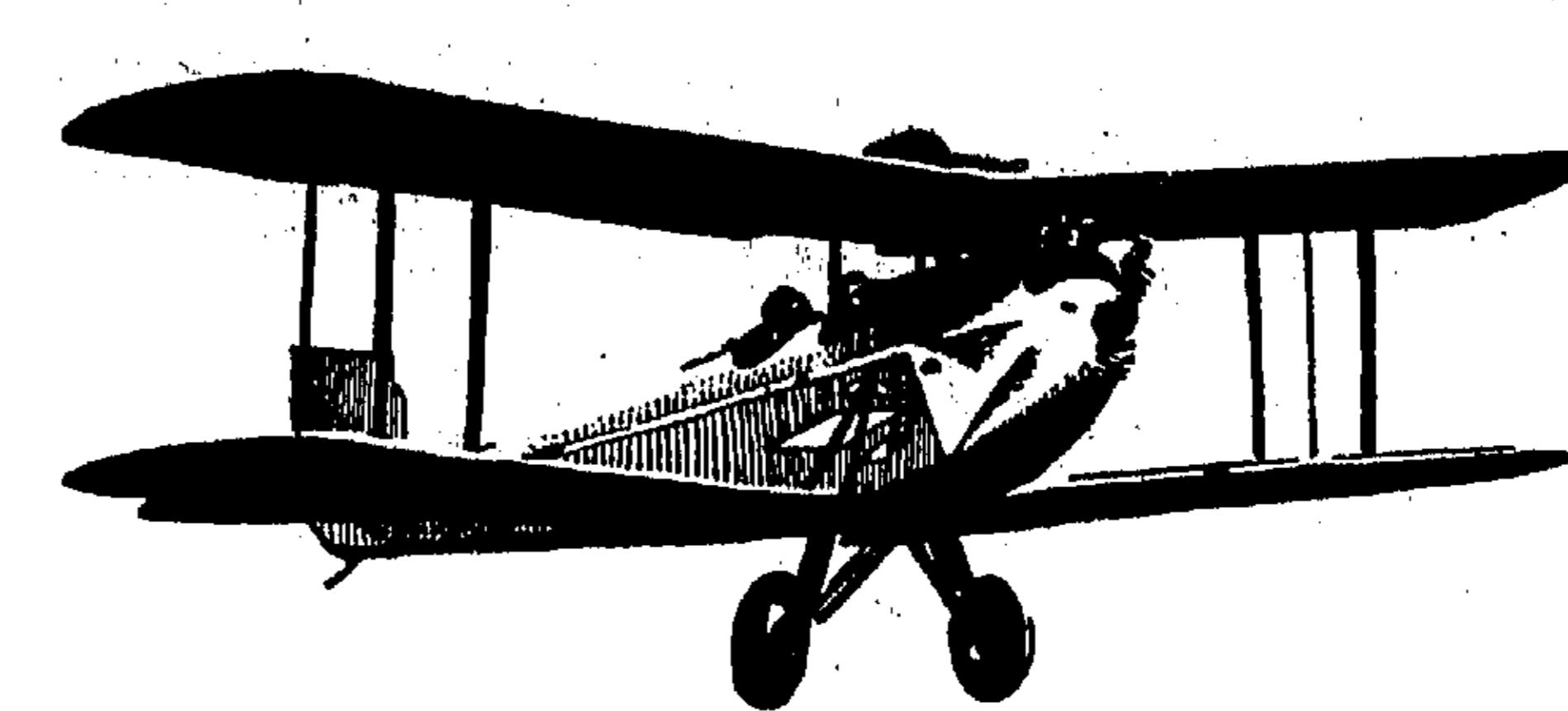
#### Witticisms—Some New and Some Not

[*"Fun with the Famous,"* by H. Cecil Hunt; Ernest Benn 7/6d.]

This anthology of humorous anecdotes told by or about famous men of the present day is intended by the author to bring an "epidemic" of laughter among its readers and their friends. To people who like this kind of reading it certainly will do so.

Many of the stories are genuinely witty, and (to me reader, at any rate) quite new, though a few are frankly dull and rely rather on the celebrity of their teller or actor rather than on intrinsic excellence. Still, if an after-dinner yarn is urgently needed, here is store to choose from. It is another merit that there is no hint of vulgarity on any page.

If any one wants a new "good one" to impress his friends, he must buy the book quickly before too many other people have the same excellent idea.



## WEN LIN TSCHEN

陳文麟

### RECORD CHINESE FLIGHT FROM ENGLAND TO AMOY.

Mr. WEN LIN TSCHEN, the famous Chinese Aviator who is a graduate of the Amoy Flying School under the command of Admiral Lim, is the first Chinese Airman to fly from England to China. The route taken was through Belgium, Holland, Germany, Austria, Hungary, Yugoslavia, Bulgaria, Turkey, Palestine, Mesopotamia, Persia, India, Burmah, Indo-China, Canton, Amoy. This is a wonderful achievement and was accomplished on an Avro-Avian Light Aeroplane fitted with a Cirrus Mark 3 Engine using SHELL AVIATION SPIRIT and GOLDEN SHELL LUBRICATING OIL.

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My Troubles Are Over Happy Humming Bird JIM MILLER-CHARLIE FARRELL No. 21887, 10-inch

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Glad Rag Doll Sweet Forget-Me-Not (The Whistling Baritone) JACK SMITH No. 21882, 10-inch

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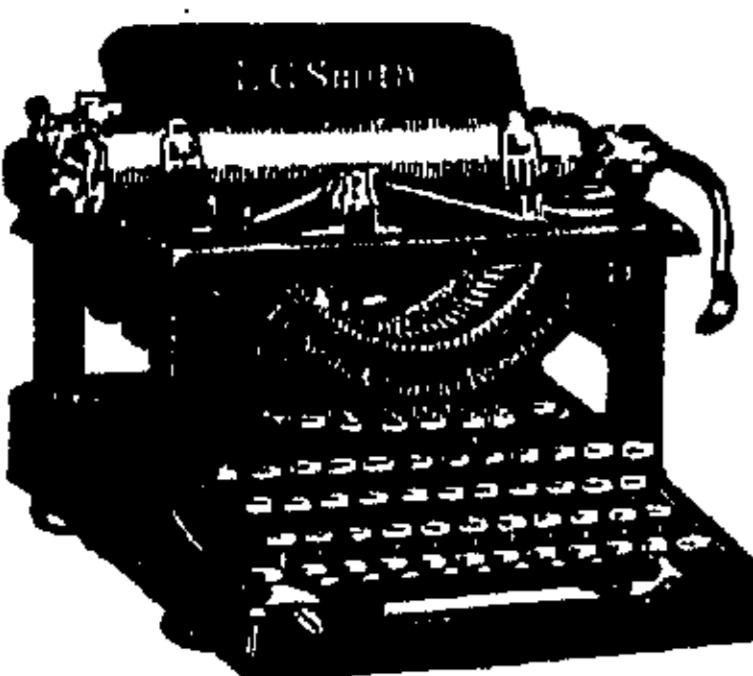
### HONG KONG HOTEL VISITORS

May 17, 1929.

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Mr. F. Franklin.  
Messrs. R. W. Gillespie, M. F. D. Graham.  
Messrs. D. P. Hennant, A. Hicks.  
Miss M. E. Baldwin.  
Messrs. Oliver Lee, W. Leaver, C. S. Lo, A. J. Loomes, Miss H. Lillie.  
Mr. O. Meister.  
Mrs. Richard Plumer.  
Messrs. S. Schofield, F. X. da Silva, J. Sather.  
Mr. and Mrs. C. F. Young.

Princess Giovanna, the 21-year-old daughter of the King of Italy, who according to rumour is engaged to Europe's only bachelor King, Boris of Bulgaria.

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## ROUND THE TOWN

The appointment of Sir A. G. M. Fletcher to the Governorship of Fiji Islands of Sir A. G. M. Fletcher has been received generally in Hong Kong with much pleasure. Though Sir Arthur is only fifty years old and, therefore, comparatively young as a civil servant of the first rank, it is interesting and not a little surprising to recall that he spent no fewer than twenty-five years in the Colonial Service in Hong Kong. It was in 1901 that he first came to the Colony as a cadet and he remained here until 1926. Even more than most of our officials his service here was of a very varied character. He had been here barely a year when he was called upon to take up the duties of "Acting British Vice-Consul at Macao." That was in 1902. In the following year another unusual post fell to his lot when he was "seconded" for famine relief work in Kwangsi." Both of these positions were of short duration, but doubtless were of considerable value to the young cadet in expanding his mental horizon and of causing him to see the Colony in truer perspective. Also in 1903 he became Deputy Registrar of Marriages, and before the year ended he was appointed Acting Assistant Registrar-General. In 1905 he was appointed Acting Assistant Colonial Secretary and he was (also in 1906) private secretary to the Officer Administering the Governor. Early in 1908 we find him officiating as Deputy Official Receiver, but very soon in the same year he was back in his old post of Acting Assistant Colonial Secretary and "in addition" he was "Assistant to the Attorney General."

In 1910 he was appointed "Registrar of Trade Marks and Letters Patent" and was also "Acting Deputy Registrar and Appraiser at the Supreme Court." Two years later he was "Official Receiver." In the following year (1913) he was "Acting Colonial Treasurer and was a member of the Executive and Legislative Councils." In the same year he was head of the Sanitary Board, Assistant Colonial Secretary and Clerk of Councils, besides being "Private Secretary to the Officer Administering the Government and to Governor." In 1917 he was Secretary to the Military Service Committee and, later in the same year, Chairman of the "Vital Requirements and Shipping Control Committees"—new posts necessitated by the War. In 1919 he received the C.B.E.

For various periods between 1920 and 1923 he was Acting Colonial Secretary in place of Sir Claud Severn (then Mr. Severn) who had been Colonial Secretary since 1912. Sir A. G. M. Fletcher, C.M.G., ("Mr." as he then was) was Acting Colonial Secretary in 1926 when he was transferred to Ceylon. Shortly after his transfer to Colombo he was (in 1927) Officer Administering the Government. Quite recently he received knighthood and now has fallen to his lot the Governorship of the Fiji Islands and the "High Commission" of the Western Pacific."

At 7 p.m. on Friday there was nearly a calamity at Blake Pier when the big launch "Stanley" developed a humpback vein and "dashed" into the pier with a crash that could be heard a long way off. In its evident anxiety to land its picnic party on terra firma the "Stanley" nearly—but not quite—caused the Post Office to mourn the loss of a launch. 'Twas a hairbreadth escape. The public purse can ill afford another huge supplemental vote for the repair of Blake Pier, and coxswains of launches must really be a little less humpbacked in their manners!

A contributor Local Clubs sends the following for insertion in this column:—

Most of our local Clubs would do well to abolish the silly and vindictive rule governing the posting up of a member's name

when that member fails to meet his bar chits or monthly subscription. This practice has nothing to commend it. It not only does harm to the members concerned, but it does the Club no good. One was glad to see that the Craigenwaver Cricket Club, at the last annual meeting, ruled that the posting of a member's name was irregular. It is, therefore, surprising to note that the Victoria Recreation Club intends to adopt the obnoxious practice of posting members in arrears. The V.R.C. shows a debit balance of over \$200 on last year's working, and it is quite likely that this debit balance will swell once the posting rule comes into force. The Committee and members of the V.R.C. should give the matter their most careful consideration before adopting the proposed measure. It has done other Clubs harm, and the V.R.C. would do well to steer clear of the pitfall. There are other and more satisfactory ways of dealing with defaulting members than by posting their names for all the world to see or hear about!

Although there "Sea Training" is no Seamen's On Trams! Training School in Hong Kong, there is no reason why the lads and even the lasses of the Colony should not be proficient seafarers if they take advantage of the "next best thing" to a training school that is offered them here by a very enterprising local public service Company—the Hong Kong Tramways. All the thrills (sic!) of life on the rolling billows can be experienced here on dry land without the dangers of being drowned! The pitch, the toss, the roll, are all faithfully reproduced by any tramcar in that stretch of rails from the Sailors' and Soldiers' Home at Praya East to the Causeway Bay terminus. When the tram is going at a fair speed on this stretch the rolling is such that it becomes quite alarming for those who do not possess iron nerves. The dips and tosses, too, give one a funny feeling in the "tummy" and "seasickness" is experienced as surely as on the ocean. Going to a sports meeting at Sookumpoo last Saturday, two ladies suffered so badly from "seasickness" that they had to leave the tram in which they were travelling at Tinlok-lane and do the rest of the journey to the sports ground in jinrikishas!

The road near Street Queen Victoria's Names Statue is named Wardley Road, and the street at the Central Market (not a very respectable place) is named Queen Victoria! A reader suggests a change of names—renaming Queen Victoria Street, Wardley, and Wardley Road to be renamed Queen Victoria Road, so that there may be some connection between the Statue and the road. The idea is passed on to the Board for the Manufacture, Christening, and Control of Street Nomenclature!

Apropos a recent Returned correspondence in Students the "China Mail" we hear that an interesting little magazine is published by Old Boys of the Brothers' Schools in Malaya, who have an association in Great Britain, and the inaugural leading article is entitled, significantly enough, "The Black-Coated Worker." If Malayan students can return from Great Britain with a wholesome respect for hard and conscientious work of any description, if they can set an example to the sloopy, magazine-reading, cinema-haunting youths who are as frequent in the East as in the West, an example of old-fashioned pride in a good job of work, they will go far to correcting the present impression that a Home education is just as likely to spoil a Malayan schoolboy as it is to make him. It was (says the "Straits Times") our painful experience a few weeks ago to hear a speech made by a Chinese student who was educated at a Singapore school and has just returned after graduating from a Home university. For exasperating condescension to his former schoolmates, deliberate affection of an accent which is bad enough in the mouth of a Briton, let alone a Chinese, and incredible conceit this drooping young exquisite takes pride of place in our memories of the East.

A heavy task Home Front will face the 2nd Hong Kong Battalion Scots Guards when officers and men return off the two months' leave on which they were sent when they landed back Home from Hong Kong. Extensive re-equipment of all ranks will be required, for tunics which have been in store for two years may well be found not to bear the closest scrutiny under a mid-summer sun. In many cases, too, measurements will have increased, and new tunics and trousers will be needed. Bearskins are not likely to present the same difficulties, for carefully stored, they will remain in good condition almost indefinitely. When the Home mail left the battalion consisted of a handful of men quartered at Warley, Essex, but when leave is ended this week or next headquarters will be moved to London, and the first duty ahead of every man will be to collect his peace-time clothing and present himself to the critical gaze of the master tailor.

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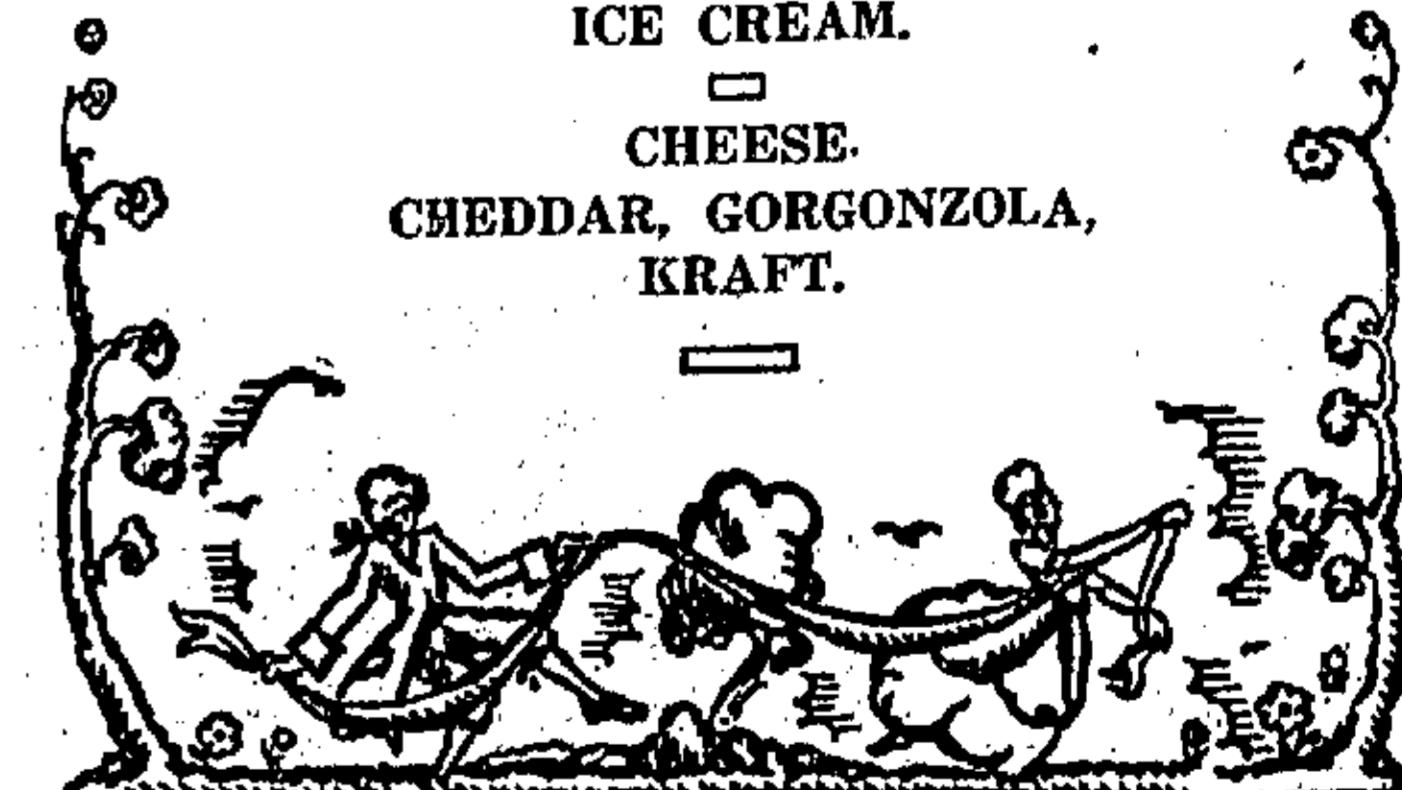
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If I had you.  
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HONG KONG, SUNDAY, MAY 19, 1929.

### The Government in A Quandary

METAPHORICALLY the Government has put its own foot in it. The Government has no proof of the correctness of the premises on which the honourable member bases his pessimistic estimate of the effects of the proposals suggested by the Committee. Again, "Exact figures are not available" of the actual quantity of petrol imported into Hong Kong in 1928. The amount imported for local consumption in 1928 estimated at 1,700,000 gallons.

As our readers should know, if they are the least bit interested in local affairs and read the reports of the meetings of the Legislative Council, these replies were given by the Government as the outcome of the queries asked by the Hon. Mr. Braga in regard to the report of the Committee on Motor Taxation in the Colony.

The first part of the official reply is as good as an abject confession that the Government does not realise that the adoption of the recommendations of the Committee would be tantamount to increasing the taxation on the average car in the Colony by over 200 per cent. It does not realise, either, that if that figure of 200 per cent. increase can be accepted as a fair estimate of the increased taxation, the effect will be to reduce the efficiency and excellence of the public service of motor cars at present conducted by owner-drivers and to discourage, through enormously increased operating costs, private ownership of cars.

It may be urged—as some may—that the Government has had no more time than the average individual or the Unofficial members of the Legislative Council to study the report of the Committee with that degree of meticulous care that implies the ability to reply fully and frankly to any questions that may be put to it at this stage. But the Government is not composed of merely one official—His Excellency the Governor. The Official members of the Executive Council and the Legislative Council are all units making up the Government. And, except Mr. J. Owen Hughes, all the members of the Committee on the Taxation of Motor Vehicles are responsible members of the Government—the Director of Public Works, the Captain Superintendent of Police, and the Colonial Treasurer. Before this trio of Government officials committed themselves on paper in the form of a report to the Government (including themselves) did they consider in any manner at all the likely effect of their recommendations, presumably most carefully considered, on the cost of motor car ownership in the Colony? Did the Colonial Secretary have recourse to this trio of Government officials before framing the replies to Mr. Braga's queries in the Legislative Council, knowing that this trio must assuredly be possessed of a veritable encyclopaedia of information regarding the possible effect of their own recommendations? Or, did he go to them and was he met with the same reply that he passed on to Mr. Braga—they had no proof of the premises upon which the honourable member based his pessimistic estimate? Were the trio in question actually in the same quandary as the Colonial Secretary—the official spokesman of the Government of which the trio are members?

Furthermore, what a lamentable admission to make in an enlightened Colony—that "exact figures are not available of the imports of petrol into the Colony in 1928." Of course, exact figures are not available! Exact figures of any year's imports of any commodity shall never be available so long as the Government does not care a brass farthing about statistics of intrinsic value to the community. Exact figures shall never be available so long as the Statistical Bureau has its doors slammed to, on the score of retrenchment—or economy, to concede to the Government the more gentler word it prefers in such cases. It gives an estimate of the imports of petrol in 1928. Of what value is that? Mr. Braga would be pardoned for turning round and telling the Government he has no proof that the estimate given is anywhere near the mark. Mere guesswork will not carry the Government very far, either as regards imports of petrol or the possible effect of motor taxation. As it asks for proof of this and proof of that—because of its sheer inability to supply that proof itself—it ought be wary of condemning the pessimistic estimates of others on the same ground. What is sauce for the Unofficial goose should be sauce for the Official gander.

### HONG KONG FAIRY STORIES

Carvalho Yeo is reported to have admitted that he signed the disputed checks in the Treasury case.

The Mayor of Talpo will shortly deliver a sermon from his Soap Box in the Public Square, the text being—"Adam, the Apple and a Brace of Mosquitoes."

The Kowloon Residents' Association do not intend to send any more correspondence to the Government. The Association is absolutely satisfied with everything pertaining to Kowloon.

The Hon. Mr. Jose Pedro Braga, the Portuguese member of the Legislative Council, does not intend, in Tufre, to interrogate the Government.

### "The Father of China Republic"

The work that has for years been gradually going forward in connection with the re-interment of Dr. Sun Yat-sen is now drawing to a finish, and the state burial will take place shortly at Nanking, the ancient capital of Cathay that is now once more the country's metropolis. The Mausoleum, in honour of Dr. Sun and to enclose his remains, is now completed. It is very imposing and is situated in one of the most picturesque and impressive parts of Nanking—about two miles from the city. It is quite close to the mound in which at least one of the greatest monarchs of the Ming dynasty has been buried those many hundreds of years, and is an ideal spot for so solemn a ceremony. Practically all the Corps Diplomatique from Peking (including, of course, Sir Miles Lampson, the British Minister) are journeying to Nanking to take part in the obsequies, and needless to say the leading members of China's Government and of the Kuomintang Party generally as well as many notable Chinese from various parts of the country will also be present.

### Since His Death in Peking

It is now four years since Dr. Sun travelled from Canton to Peking and died there shortly after his arrival. Since then a mausoleum worthy of "The Father of the Republic" has occupied the attention of the National Party, who have now created a worthy mausoleum among the Ming Tombs, to one whom they regard as greater than any Ming Emperor that ever lived and died in all his grandeur. Sun Yat-sen's career was of the stormiest; and now, "life's fitful fever" over, he will rest, eternally honoured, near the wall of Nanking, with the waters of the mighty Yangtze swiftly carressing close at hand.

### Philippine's Senior Post

Mr. Dwight Davis, who has accepted the Governor-General of the Philippines, will be one of the youngest of America's distinguished statesmen to occupy so important a post. Mr. Davis was born in St. Louis, Missouri—(or "Ms.", as the Americans abbreviate it)—in 1879 and is, consequently, merely 50 years old—a quite youthful age, according to statesmen of the first rank. Mr. Davis has had a very varied and distinguished career, has occupied and still occupies many important public and private posts and was a few years ago Secretary for War. He seems to us to be an ideal choice for the Governor-General, and should prove a worthy successor to Mr. Henry Stimson, who occupied the post for a little more than a year, and relinquished it recently to become President Hoover's "right hand man," as Secretary of the State Department at Washington.

### Famous Occupants of the Office

Needless to say Mr. Davis is a Republican, as were also two of the most famous Governors-General of the Philippines have ever had, namely, ex-President Taft and Major-General Wood. The former, who is now Chief Justice of the U.S. Supreme Court, had a very distinguished career before and after his occupancy of the Governor-Generalship, while the latter (who died two years ago) had been a very distinguished soldier before coming to the Philippines. Both these great men were long enough out East to leave far-reaching effects of their term of office and they will be long remembered in the Philippines. Mr. Stimson's stay was too brief to be quite as effective as it probably would have been, for he too is generally recognised as a man of vast ability. When Mr. Davis comes to the Philippines he will, it may safely be predicted, be one of the most outstanding successes among those who have been Governor-General.

### THE "HERALD" CALENDAR

May 19, 1922.—Strike of launch men in Hong Kong.

May 20, 1858.—British and French forces captured forts at mouth of Peiho.

May 20, 1906.—Mrs. E. A. Bateman, head mistress Belilos Public School, Hong Kong, retired.

May 20, 1890.—Canton Mint commenced striking silver coins.

May 21, 1887.—Loss of M.M. steamer "Menzel" on voyage from Hong Kong to Yokohama.

May 22, 1842.—Foreign factories at Canton pillaged.

May 22, 1919.—New Medical School of Hong Kong University opened.

May 24, 1889.—Captain Elliott and all British subjects left Canton for Macao.

### WHAT THING.

The correspondence over our social life has shown how remarkable is the interest that dress arouses. A reference, in a monthly paper at Home, to soft collars and slouch hats as being out of place in business has brought forth criticism from one of its readers, who does not stay on the Peak! He claims that the soft collar is just the natural next stage in the emancipation of mere man from the dignity of stiffness, and goes on to say that the logical conclusion to the admission that the silk hat and frock coat have given place to a more comfortable form of dress, would be the abolition of starch—which is an abomination.

He asserts that the day is not far distant when our normal neckwear will be something nearer to the tennis shirt, and asks if we have seen anything more pleasing to the eye than some of the nice blue shirts with soft collars to match, and decked off with a slightly softer blue tie.

The same writer Artistic Soul says that his artistic (dismember) soul is in utter revolt at the combination of gaudy shirt and stiff white collar, which often, by its frayed edges, shows the unmerciful treatment it has received at the laundry, and whose roughness is transferred to the newly-shaven, tender skin of the wearer. This already hideous combination, he adds, is held together by a tie resembling Joseph's coat of many colours. He concludes his epistle thus: "Help us to keep in the pink by allowing us freedom from the slavery of starch, for while we want to be well dressed, we do not want to be overdressed."

The paper quoted Abolition of does not admit that the logical conclusion—that the modern is more comfortable than the older form of dress—is the abolition of starch and it adds: "We shudder to think how he would look in a dress suit and tennis shirt. And why should he suffer the agonies of a frayed collar against his tender skin, when laundries, in these days, replace frayed collars without any cost to the wearer. We regret that his sensitive, artistic, soul should be outraged by the colour scheme of the wearer of the stiff collar, but our taste, equally sensitive and artistic, is offended by the shapeless, colourless, inartistic rag, which often goes by the name of soft collar. If our correspondent would deign to glance at the neckwear of the writer, he would behold the acme of good taste, and the essence of comfort, even in a stiff collar. We shall certainly not fail to have a look at that exquisite combination of delicately-blended soft pale blues." What can Hong Kong say to all this?

A pair is a song of praise, almost in extravagance, about something or other. A lady at Home recently sang the pair of goloshes, for it seemed to her that no article of attire deserved more praise and less gets less. The golosh, as a rule, is despised. To wear a pair instantly brands one as a fussy old maid or a nervous bachelor and, who would dare to wear them in conventional Hong Kong? Do you remember how, in "The Private Secretary," the poor curate's lament, "I've lost my golosh," was invariably received with roars of laughter? It was considered ridiculous that anyone should require goloshes; the very fact of his wearing them was enough to stamp the curate as an "impossible" person. Yet what is more productive of comfort than the golosh? Some might here vote for the umbrella (we never forget its inventor, and write about him quite often with much gratitude), but if it came to a choice of sailing forth in a storm with either an umbrella or goloshes the latter score unhesitatingly. With dry feet one can face cold and wet with complacency.

Red noses disappear, Get The complexions (of the Habit) ladies, at least) remain creamy tempers are serene, colds and influenza hit them to less resisting victims, not owing to anybody's matchless pill but simply because one has started the golosh habit. Americans adopted the wearing of "rubbers" many years ago. From them we in Hong Kong might learn a useful lesson. Looking round at some of the inadequate shoes of many a sneezing, coughing individual, one wonders if the best prescription a doctor might write

for them would be not "Take one tablespoonful three times a day," but "Wear one pair of goloshes whenever the weather is wet."

As he believes, although he has never been to Hong Kong, that half the sorrows and pains of this world are caused through people not guarding their tongues, the Rev. Frank Melville, Vicar of Exhall, near Nuneaton, Warwickshire, has founded an anti-scandal Club. He declares that most of us, including himself, suffer from this "miserable habit." Some person or other comes under review in the course of conversation, and there we are, often through utter carelessness, passing needless criticisms, which are not always of the heart, and sometimes hurt and discredit those whom we discuss. Members of the new Club will bind themselves either to speak well of a person or refrain from speaking evil. He suggests a few weeks' secret probation period to test whether the members are strong enough to abide by the rules of the Club. Various fines and penalties for those who break the rules are proposed. Looking to the prevalence of the "miserable habit" in Hong Kong some one should write Padre Melville to start a similar Club here, membership to be confined at first to "hard cases" in spreading scandal in the hope of converting them.

Can the Y.M.C.A. For a Kowloon, at their Y.M.C.A. next Ladies' Night, Debate? "Is a University education necessary in business?" Are University men and women more successful in the long run than boys and girls who leave school at 15 or 16? These problems, which have been raised by young students entering the world of commerce, were investigated elsewhere. In favour of University education it was urged that it:—

Trains men to be leaders. Develops intellectual acuteness and adaptability. Broadens a man's outlook. Gives social advantage. Forms an intellectual background, and

Enables men to make the most of life. On the other hand, in favour of leaving school early, it was said that it:—

Gives a man three or four years start of a 'Varsity graduate.

Enables him to earn more at an early age.

Does not waste time amassing "useless" knowledge.

Allows a wider field for the development of the "cultural" side of life.

The professions for which a University training is most valuable were, it was said, overcrowded, and in many cases badly underpaid.

Mr. R. N. May, Rising To secretary of the The Top National Union of Students of the Universities and University Colleges of England and Wales, some time ago made out a strong case for 'Varsity training:

"I should say it is most important for anyone going into business to have a general University education, though not necessarily in the subjects with which he will be dealing in later life. If he is going to be an engineer, he need not study engineering at the University. If he wants to rise to the top of his profession, it is far better for him to have a general course in, say, English, history, classics, and so on, rather than specialise in one thing."

"But even if he Worth-While is studying sacrifice, sacrifice" says Mr. May, "he will have at the University an opportunity of meeting men studying other things, and this will broaden his outlook. Men who leave school at 16 and go straight into a factory and learn the technicalities of an industry in that way will never have much chance of meeting people other than engineers. If a man goes to the 'Varsity he may not turn out a better engineer, but he will be a more cultured man and therefore of more use to the community. Moreover, he will learn to get the maximum enjoyment out of life. The University is something of a sacrifice. It puts him back in his career, but he will get far more out of his life afterwards." Is that the experience of those who have come from Universities at Home to Hong Kong or who have passed out of the Hong Kong University itself? We look to the Y.M.C.A. debaters for an answer!

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# Hongkong Sunday Herald.

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HONG KONG, SUNDAY, MAY 19, 1929.



MR. C. F. ANDREWS AND MISS EVELYN MARY MURRAY,  
who were married on May 11.—(K. Fujiyama).



BEAUTIFUL SOOKUMPOO VALLEY, where the St. Joseph's College sports were held on May 11. One of the events in progress. Note the new Tung Wah Hospital building, which is nearing completion, in right background.—(K. Fujiyama).



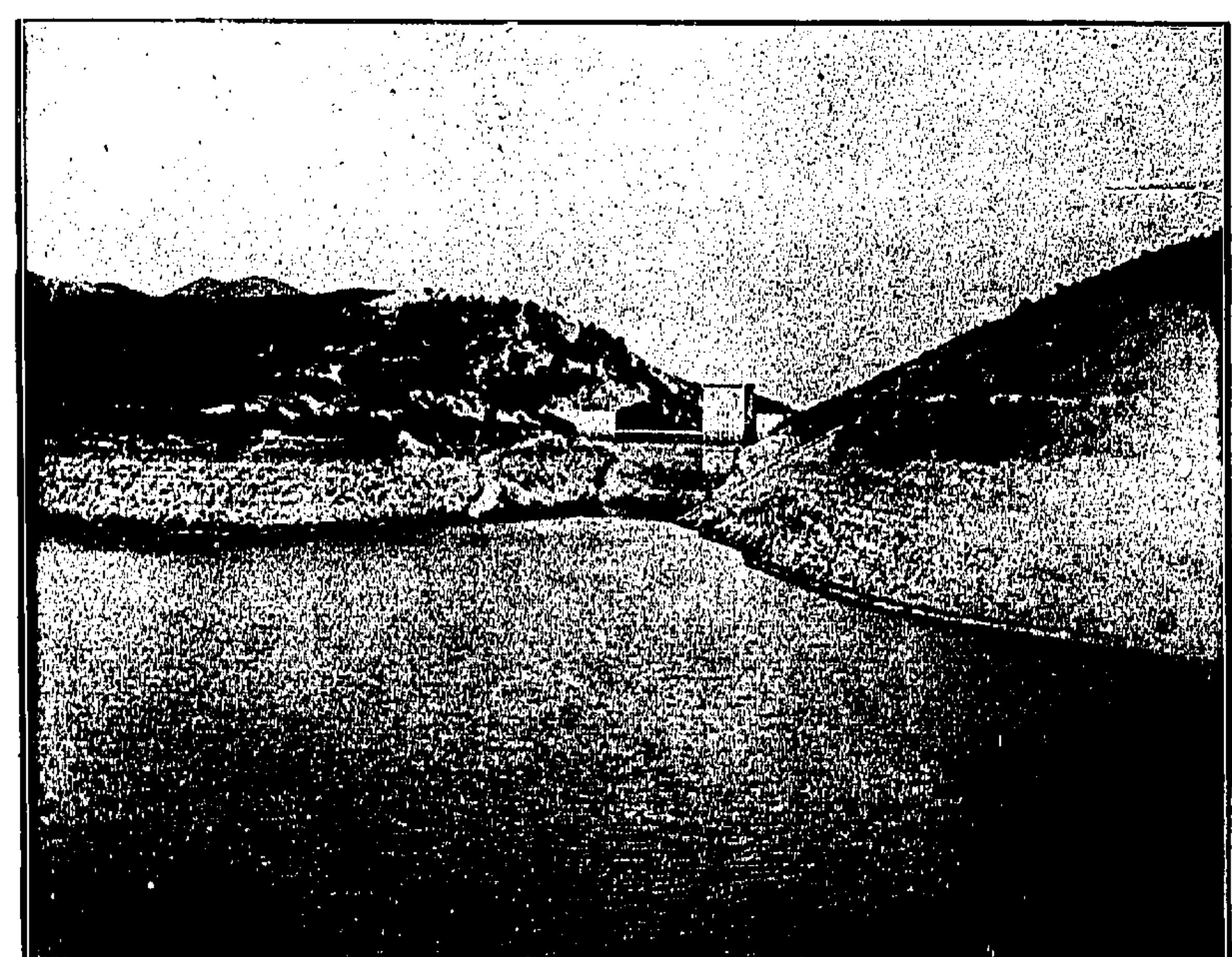
ST. JOSEPH'S COLLEGE SPORTS (SOOKUMPOO) ON MAY 11.—The mile race open to military forces. Both first and second places were secured by Indian soldiers. The winner's (Abdul Sagher) time was 4 mins. 48 secs.—(K. Fujiyama).



ST. PAUL'S COLLEGE RELAY TEAM, who defeated Queen's College runners in the invitation relay race at St. Joseph's College sports (Soookumpoo) on May 11.—(K. Fujiyama).



THE MAIN RESERVOIR AT KOWLOON. — From the South, looking North.



RESERVOIR TAKING DISCHARGE FROM THE SHING MUN TUNNEL.—From top of main dam, looking East.



DOLORES COSTELLO WITH  
JOHN BARRYMORE in "When  
A Man Loves," a Warner Bros.  
production. See this cinema  
Star at the Queen's Theatre on  
May 23, 24, and 25.



KOWLOON MAIN RESERVOIR.—Taken from Path over Smugglers' Pass.



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MERCK'S HYDROGEN PEROXIDE  
in 20 oz. and 10 oz. bottles  
THE BEST Antiseptic  
THE SAFEST Disinfectant  
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Acid-free, Non-poisonous, Deodorising,  
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Specify and Insist on  
**MERCKOZONE**  
and accept no substitute.

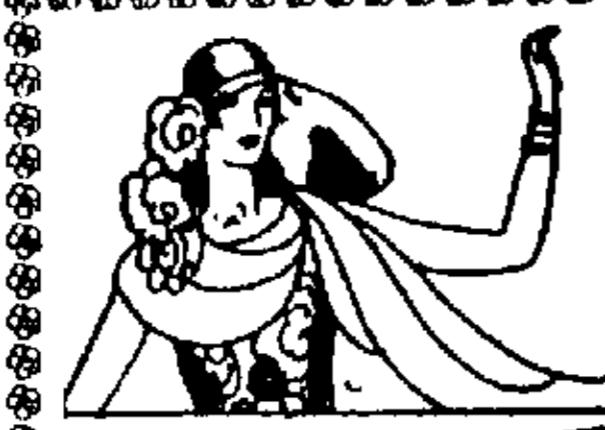


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# The Woman's Page

Our Slogan — SERVICE

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## What the Glorified Talkie Actress Wears



Gloria Swanson, left, whom the whole world knows; Eleanor Griffith, above, the girl with the perfect talkie voice; and right, Marion Davies, whose spontaneity is the delight of world of picture fans, all considered perfect talkie girls by Roland West.

### INTERESTING DISHES

Free  $\frac{1}{2}$ lb. of any kind of cooked fish from skin and bone and flake it finely, mix it with 3oz. of bread crumbs, 2oz. butter, melted, one teaspoonful of anchovy essence, one tablespoonful of chopped parsley, salt, pepper to taste, and either two beaten eggs or the beaten egg and a little milk.

Put into a well-greased mould or basin, cover with greased paper and steam for 1½ hours. Turn out and coat with anchovy, parsley shrimp, or egg sauce.

#### With Scrambled Eggs

A very small quantity of cooked fish, 2oz. to 3oz., may be flaked and

mixed with scrambled eggs and served on hot toast.

Two ounces of cooked fish, made into an omelet of butter or in a tablespoonful of any sauce, may be placed in an omelet just before baking it over.

#### How to Make Croustade

Cut some stale bread into slices 2 inches thick. Cut these into rounds, and with smaller cutter stamp out the centre of the rounds not cutting right through to the bottom of the bread. Fry these circles in hot fat, drain. Then fill with 2 or 3 ounces of cooked flaked fish mixed with shrimps, anchovy, lobster, or oyster sauce. Reheat in the oven and serve with a couple

of shrimps on each. Garnish with a lemon.

#### To Serve as Savouries

Put the above fish mixture on rounds or squares of fried bread, sprinkle with lobster coral or chopped parsley, or the sieved yolk of a hard-boiled egg, and serve hot.

If made very small these serve as savouries and may be mixed with chutney and curry sauce.

Tinned salmon or lobster may be used for any of the above.

#### CAPES AND COATS

There are some new and very becoming useful semi-tailored suits. They differ from the orthodox tailormades, inasmuch as they are softer, and less masculine fabrics can be employed in their construction. A coat and skirt of knitted fabric may be worn with a shirt-blouse of printed crepe-de-Chine or a sleeveless sweater. A soft pink flannel suit of this kind is made with a box-pleated skirt. A cape-coat lined with white and pink crepe-de-Chine to match, and a shirt-blouse of the same.

Very smart in the country is a green and grey home-spun cut on the same lines, but instead of a blouse a silk-knitted green jersey is substituted. The same sort of suit may be carried out in a cloth skirt with a seamed cape, to wear over any unlined matching jumper—but the cape added to the seamless coat is by far the most practical for country occasions.

## AH HUNG

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3ft. 9in. x 6ft. 9in.

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## STAGE FASHIONS

### FEATURE OF THE NEW PLAY

Solemn conferences attended by fifteen experts and their executives were held to decide each hat, gown, and coat worn by the actresses in "Big Fleas," the crook comedy which started at the Comedy Theatre, London, recently.

The fascinating fashions evolved by these international gatherings including an Italian artist, French and English fitters, hat modellists and mannequins, and an American) were a great feature of the play. The fashions were both very new and practical, so as to be a guide to women theatregoers. Mannequins have stood all day long, day after day, while each garment was actually made on them. In this way perfection of line has been achieved.

Three types are represented by the actresses wearing these frocks embodying the Perfect Line. A striking type of dark woman who carries her clothes wonderfully was provided by Miss Diana Wilson, the leading lady and wearer of a beautiful cream satin dress which unites a straight front with the new circular hem at the back.

A clever wearer of clothes for the young matron was Miss Lola Duncan. She wore an orange-shaded evening dress with a slimming line created by a high point below the left shoulder, dropping to a deep point on the right hip. Then the

type of the young girl of to-day was suggested by Miss Jean Shepherd.

Even before the First Night two of the fashions started a vogue. They were seen at advance views by smart women, who insisted on having them copied for themselves!

## Another Standard of Beauty



The visions of grace shown here are Adrienne Dore, left; Coleen Moore, centre, and Lucy Dorsine, right, who are three of the reasons which Sir William Arbuthnot Lane, inset, may have had in mind when he stated that in his opinion American girls had the best looking legs in the world.

## Hints for Healthy Hair



Colleen was brushing her sleek brown tresses. "This beauty secret is really no secret at all," she said.

"It is something that every girl knows, but no girl likes to do."

brush the hair forty strokes every night before retiring. Just the thought of brushing, brushing, brushing, especially when one has had a hard day, is tiring, but the extra energy expended in this one gesture will well repay one in a dividend of healthy, glossy and beautiful hair."

This custom Miss Moore follows religiously, as she considers her hairbrush her closest friend. The result is her hair always looks shiny, healthy and well groomed—“suave”—as she calls it.

In the long run, this habit eliminates a lot of extra attention, because it keeps the scalp stimulated and the dust out of the hair. Consequently it needs less frequent shampooing than it would if one didn't take that extra care of it.

"It is ridiculous for a person to say she hasn't time to brush her hair well—it doesn't take more than five minutes and it not only makes the tresses prettier, but it will freshen up a person's appearance. It is in the nature of mild massage, isn't it?"

Colleen has glorious dark brown hair which she shampoos every two weeks. Her hair, being heavy, demands a double shampoo; that is to say, she washes it twice in

hot water into which tar soap has been lathered sufficiently to make a heavy "collar" on the water.

First she douses the water on the scalp, massaging it with her finger tips; then she rinses it in lukewarm water. Her hair is then shampooed vigorously and likewise rinsed in lukewarm water. This process is repeated again and rinsed until the hair is entirely free of soap.

Miss Moore maintains that the health of the body largely determines the health of the hair, and if the looks are dull it is a sure sign that vitality of the system is low or that they haven't been brushed sufficiently.

Miss Moore believes the average girl looks smarter with bobbed hair and wears hers in an attractive Dutch bob with a heavy bang across her forehead. However, for those who have long hair, she advises the most simple style of hairdress.

The only persons who should wear their hair back from their faces are possessors of cameo-like features, or skin of such velvety texture that it defies inspection. The hair, when it forms a soft frame for the face, is more flattering to the average girl than severe coiffures are. A very good rule to follow is—"Study the lines of your face—the shape of your head—even your colouring, and then suit your coiffure to what you have learned."

## Camelia

"CAMELIA" solves a problem which has always been a cause of distress to womankind. No wonder that wherever "CAMELIA" is introduced it is permanently adopted! "CAMELIA" is a new idea which entirely supersedes all other forms of sanitary pads.

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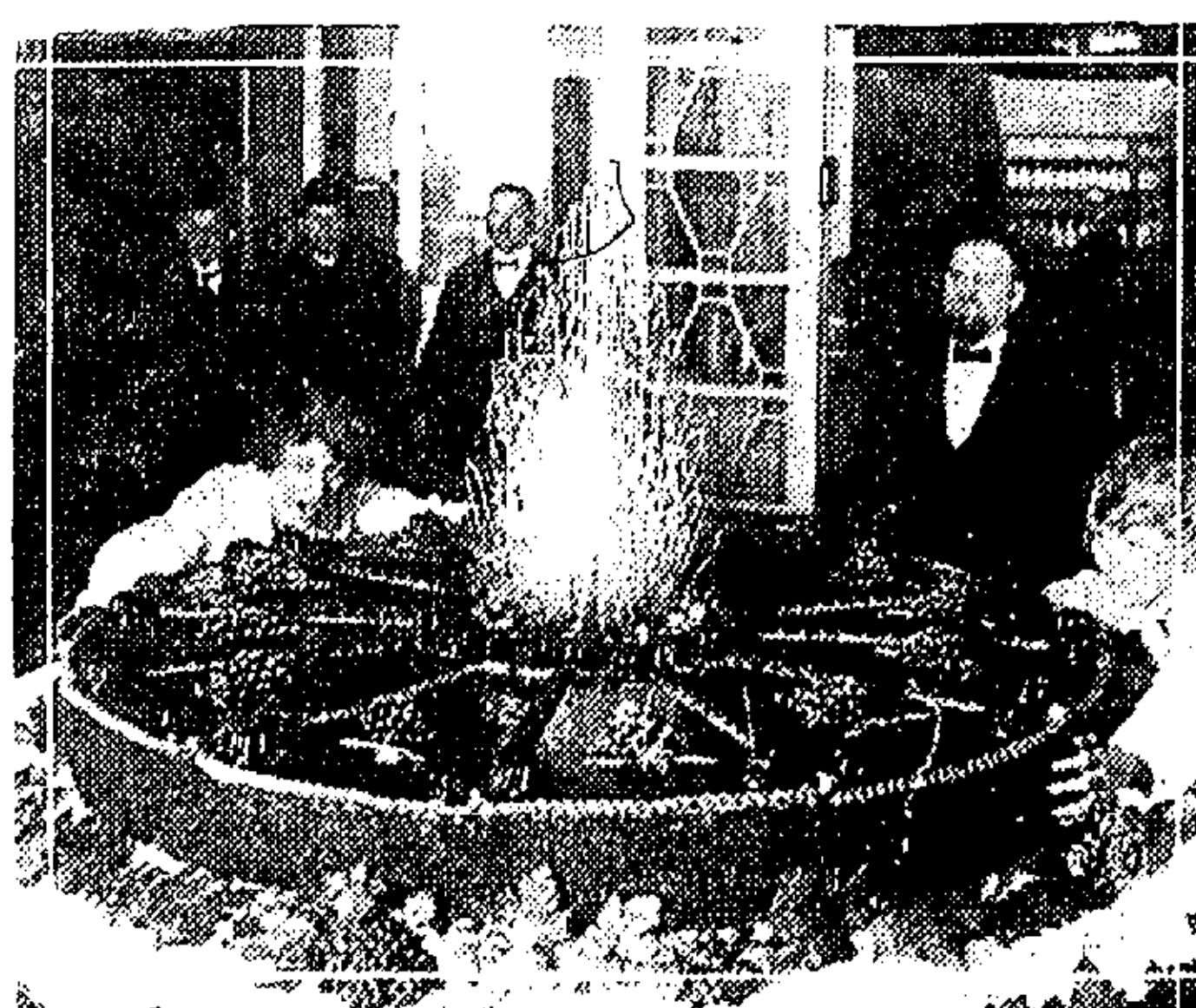
# ROUND THE GLOBE IN PICTURES.



Left, Prince Sigurd, 22, second son of the Crown Prince of Sweden, and right, Crown Princess Juliana of Holland, who has chosen the Swedish Prince to become her Prince Consort, according to report in Court circles.



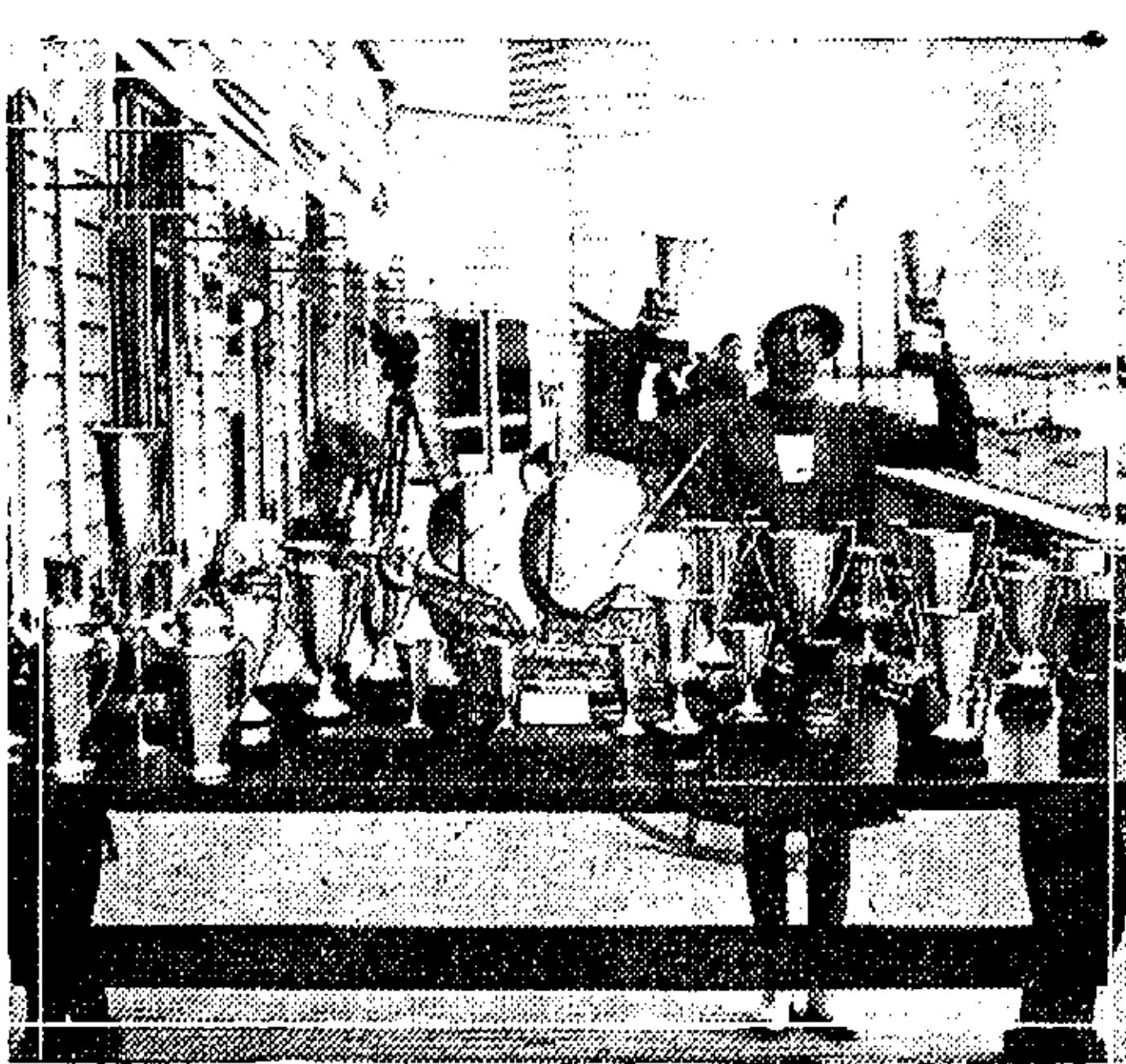
Recent portraits of the Duke and Duchess of York in court dress. It is reported that the Duke will be appointed new Reform Viceroy of India, to carry out the ideas recommended by the Simon Commission and smooth over the difficult situation which has arisen in India. It is said that his appointment would be met with great favour in India.



A cake big enough for Mohandas's last birthday. This beautiful gum collection with the spectacular sugar fountain centrepiece is on display at the Confectionery Exposition. It weighs 350 pounds and contains these ingredients: Seventy-five pounds of currants, 60 pounds of flour, 50 pounds of sugar, 50 pounds of butter and 1,000 eggs.



Maude Younger, a member of the National Women's Party; Burnita Shelton Matthews, attorney for the party, receiving a cheque for \$293,200 from Mr. William D. Mitchell, Attorney-General. The cheque represents the sum the Government paid for the headquarters of the National Women's Party in the Nation's Capital, which was purchased to make room for the U.S. Supreme Court building. The old building is one of the most historic in Washington, serving as the capitol of the United States from 1815 to 1819, and during the Civil War was used as a Federal prison.



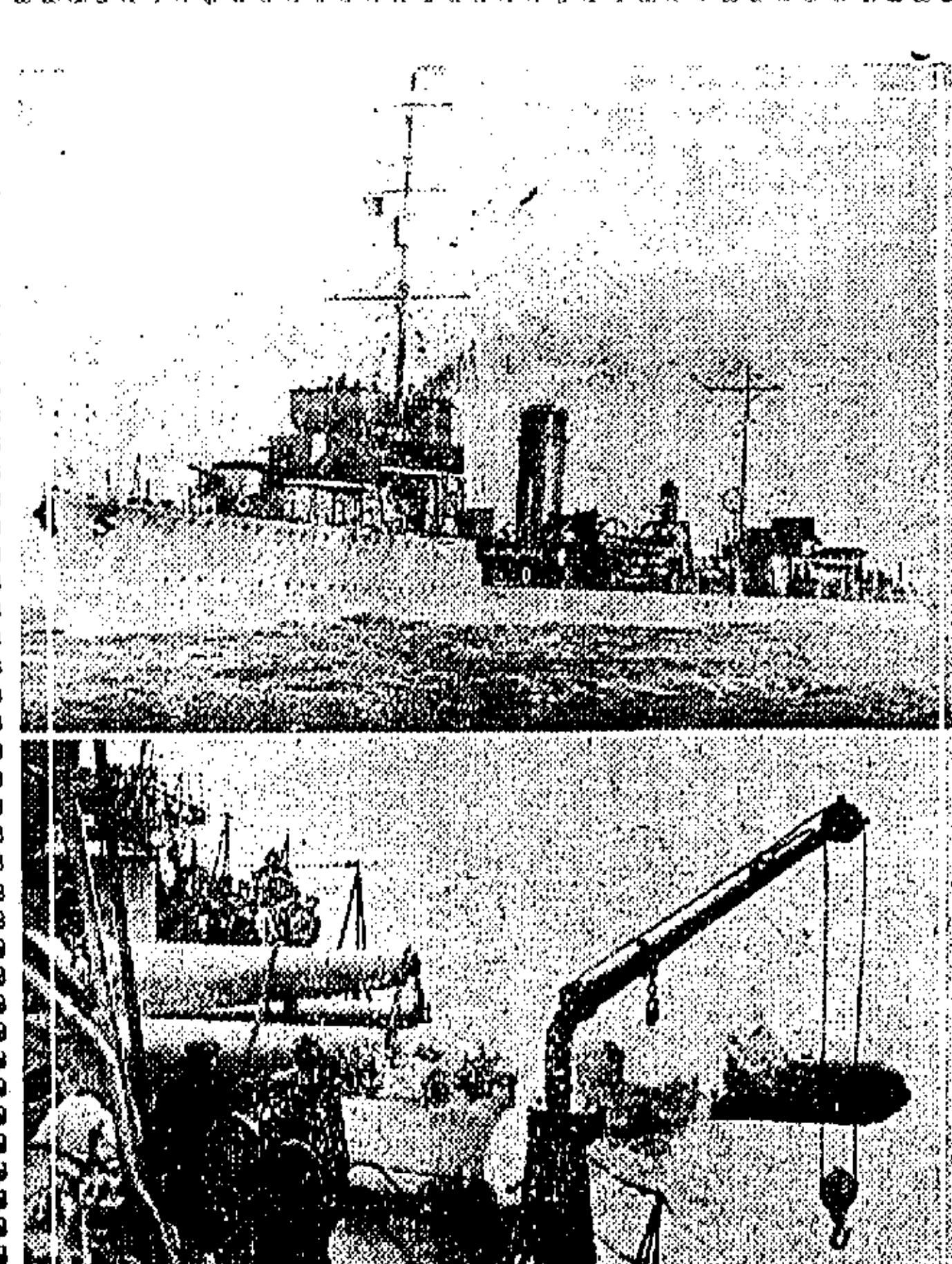
A yachting fan with some of the coveted trophies for which yachts in the "R." 6 metre, 8-metre, and 45-foot classes—raced in the National Mid-Winter Regatta at Los Angeles. The King of Spain's silver ship trophy is in the centre.



Lupe Velez, who has the principal role in "Lady of the Pavements." She sings Irving Berlin's "Where Is The Song Of Songs For Me?" in the picture.



The 16th Field Artillery has a novel method of portraying battle action. A miniature landscape is set up, 75 mm guns rolled into position and the attack begins. The novel feature of the battle practice is the fact that sub calibre guns are fired at the objects on the landscape. In this case the gun to the right has just scored a direct hit on an enemy tank.

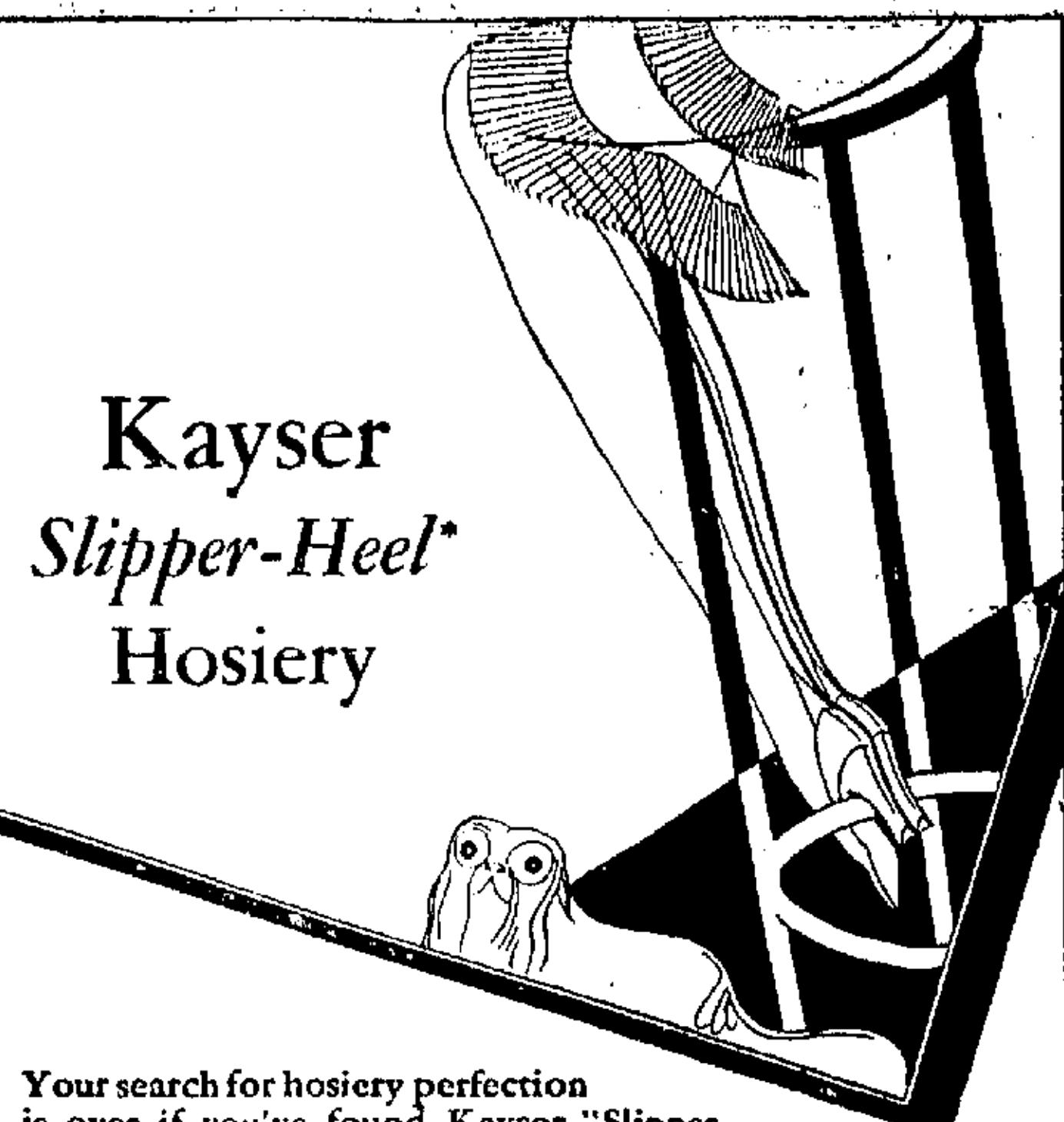


(Top) The Argentine battleship "Mendoza" setting a new world's record for her class by doing 40 knots (about 45 miles) and 100 in the Solent, between the Isle of Wight and England. The new destroyer was built in England. It is the fastest warship in the world. (Bottom) Discharging the first torpedo from one of the deck tubes of the "Mendoza."



Daytona Beach, Fla. — The valiant Briton, Major Segrave, snapped after setting a new world's mark of 231.00 miles an hour.

A cavalryman taking his mount through a human hurdle while preparing for the army sports. He is making a jump where the least bit of misjudgement means death or serious injury to his comrade, for they form the human hurdle through which he takes his mount.



## Kayser Slipper-Heel Hosiery

Your search for hosiery perfection is over if you've found Kayser "Slipper Heel" Hosiery of service weight. Here is a hose that is as near perfection as modern methods can make it. Combining smartness, beauty and wear. Of course, the "Slipper Heel" feature is famous for the slenderized effect it gives the ankle.

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**Kayser**

\*Trade Mark Reg.



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Too many men and women ignore the fact that sooner or later they may pay the price of neglect. They brush their teeth faithfully and feel secure. Yet, health, youth and beauty slip away. And here's the reason:

Teeth are only as healthy as the gums. And gums must be brushed daily, morning and night, if they are to resist such dread diseases as Pyorrhoea, Gingivitis, Trench Mouth. When once contracted only dental care can stem advance of these diseases.

## Forhan's for the gums

★ 4 out of 5 people at forty and thousands younger pay the extravagant price of neglect.



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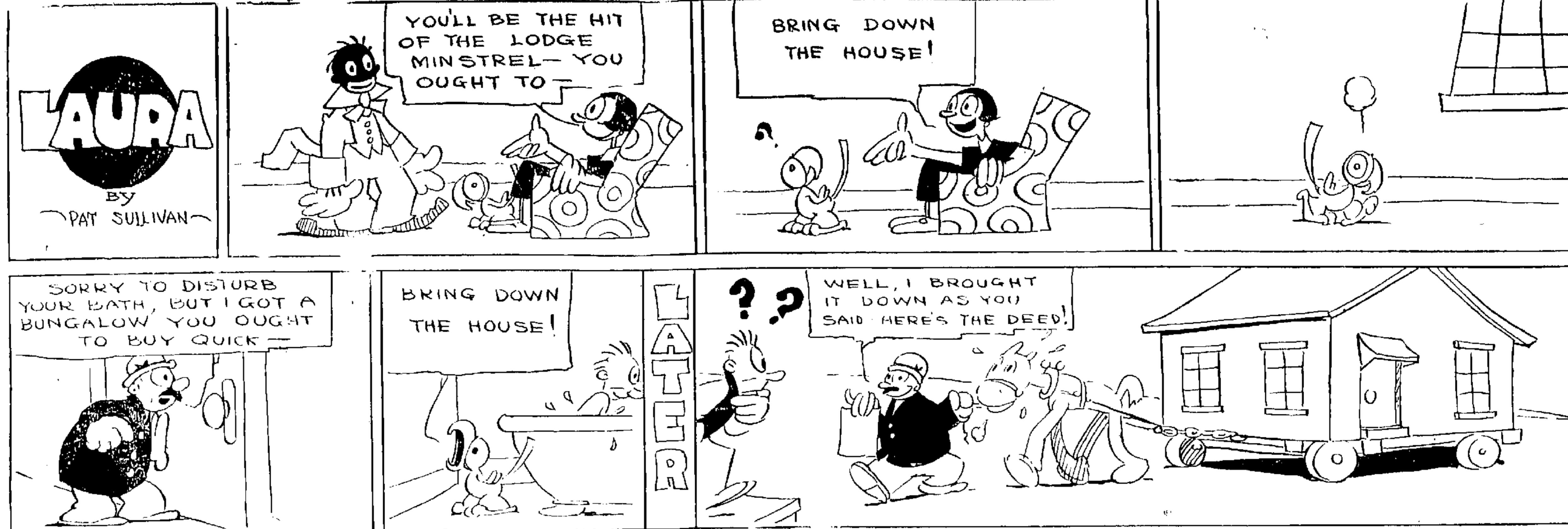
Every Day.

## LEE GARDEN

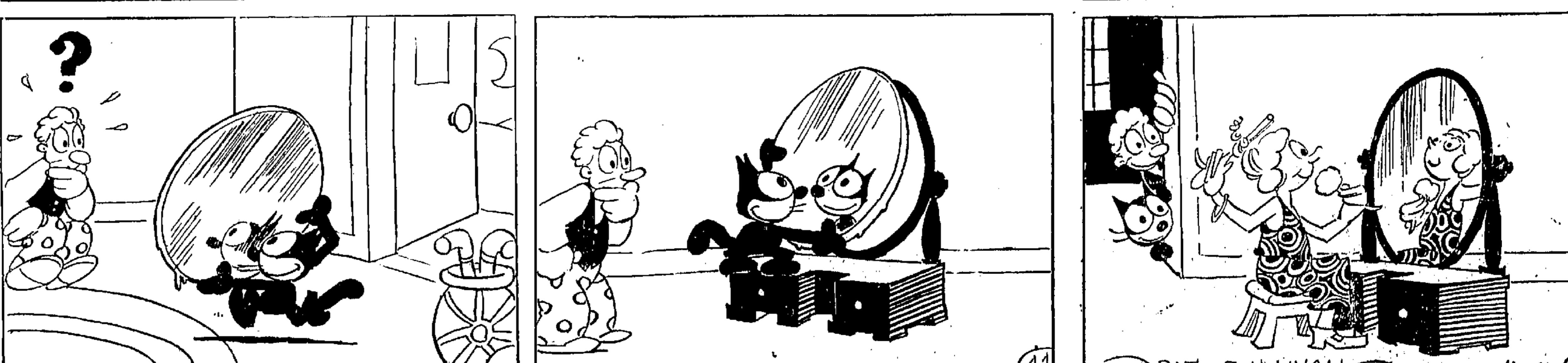
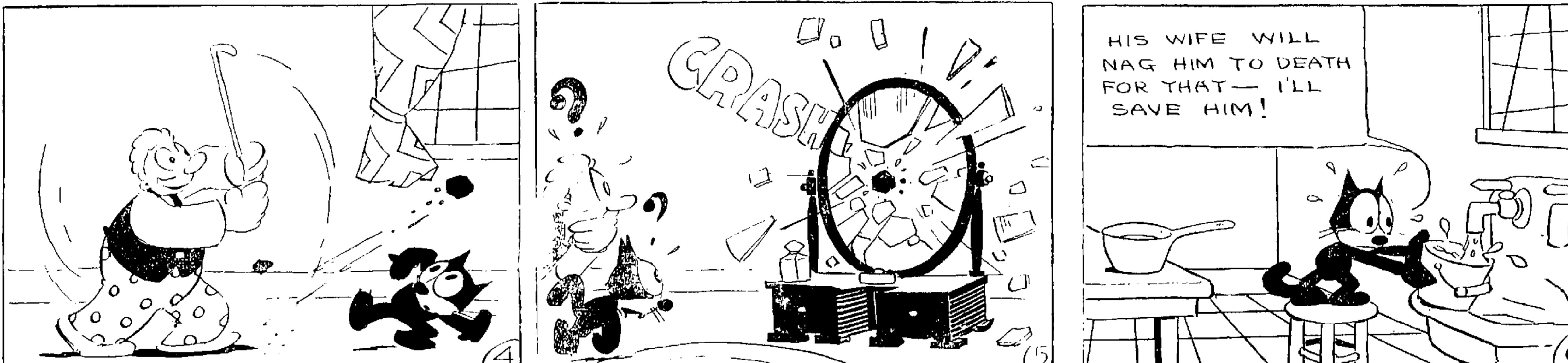
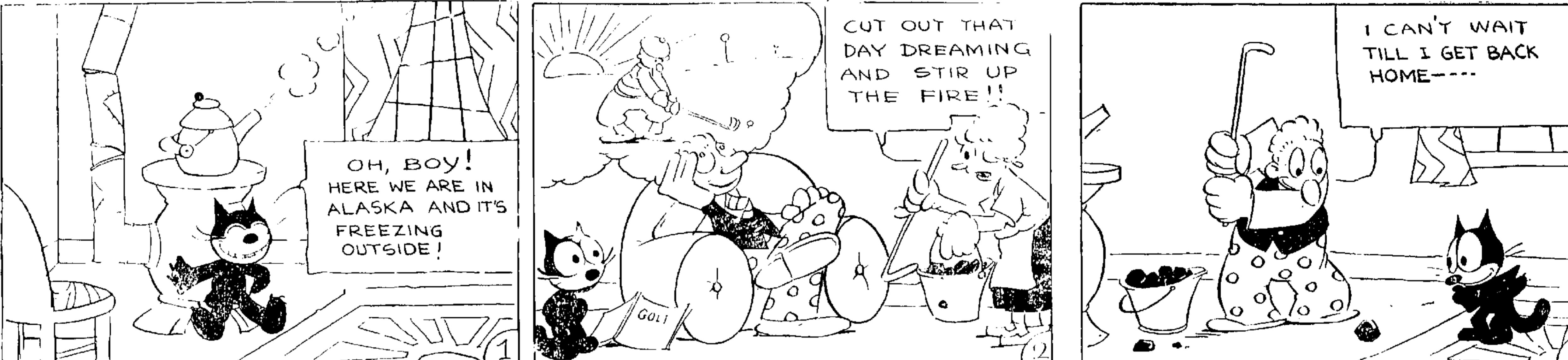
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Collections of wonder.  
Plain, Chinese meals for Europeans.  
A chance to see things of wonder and  
magnificent beauty. All for 20 cents.



### Felix

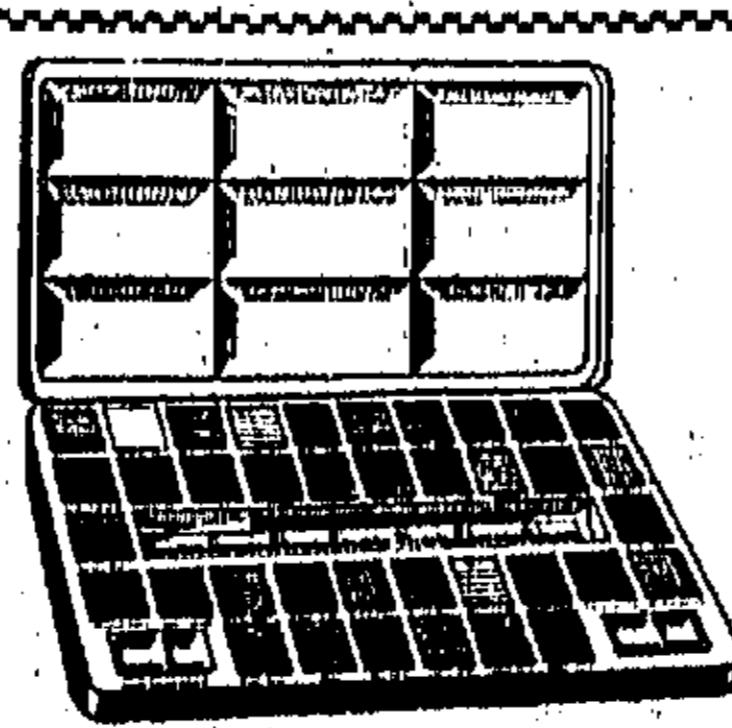


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Hairdressing and Manicure  
by Expert Operators in  
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### WHITEAWAY'S DOLLAR VALUES A NEW LINE IN PAINT BOXES

A strong metal case, black enamelled outside white  
inside, complete with 38 water colours, 2 mixing trays,  
metal ruler and brush. Size of box 9 1/2 by 6 inches.  
REMARKABLE VALUE.

NOTE THE PRICE.

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HONG KONG.

# MUSIC AND MELODY

## SONG WRITING

## Mr. Billy Merson &amp; His Earnings

## DISPUTED FILM RIGHTS

The film "The Singing Fool," in which is introduced Mr. Billy Merson's song, "The Spaniard that blighted my life," was mentioned in an action before Mr. Justice Astbury in the Chancery Division recently. Mr. William Henry Thompson, professionally known as Billy Merson, of Lynton, St. Leonards road, Thames Ditton, sued Messrs. Warner Bros. Pictures, Ltd., of Newman-street, London, and Hyde Park Cinemas, Ltd., of Wardour street, London, and sought an injunction to restrain them from producing his song in the film. He complained that his copyright in the song was infringed by the presentation of "The Singing Fool" at the Regal Cinema, Marble Arch.

Mr. Archer, K.C., who, with Mr. Mulligan, appeared for Mr. Merson, said that what was really in issue was whether Mr. Merson had the right to sue. The defendants admitted the production of the first verse and chorus of the song in the film, but contended that Mr. Merson had assigned his rights in the song to Messrs. Francis, Day, and Hunter in 1911, reserving to himself only the rights in respect to music halls. The defendants' contention was that the Regal Cinema was not a music hall.

When Mr. Merson wrote the song, said Mr. Archer, he was earning £6 per week. His earnings went up to £125 per week within six months, through no other cause but the song and the way it was sung.

## Passage of Time

Mr. Justice Astbury—The Spaniard seems to have blighted his life very successfully!

Mr. Archer read the document by which Mr. Merson in April, 1911, assigned to Messrs. Francis, Day, and Hunter "the whole of the property, copyright, and interest, present and future vested and contingent in this and all our countries" of certain songs, which included "The Spaniard that blighted my life." The price paid was £12.

During the cross-examination of Mr. Merson by Mr. Moritz, K.C., for the defendants, Mr. Justice Astbury remarked: "Mr. Merson may be an important person on the stage, but does it matter what he thinks about legal questions?"

Mr. Moritz, addressing the Court for the defence, made a reference to picture-houses that existed in 1911.

Mr. Justice Astbury—Very well, if you say that, I can't cross-examine you.



Miss Lydia Lindgren, right, Swedish singer, is filing a suit for \$250,000 against Julia Claussen, left, Metropolitan prima donna, who Miss Lindgren alleges, slandered and defamed her character. She states that reports were spread that her operatic career was furthered through the unduly friendly interest of a financier. Miss Claussen denies all the allegations saying that she has known Miss Lindgren for ten years, but has only met her three times and then only casually.

## COMEDY CO.

## "Rookery Nook" At Star

## BANVARD ARTISTES

In the Star Theatre last night the popular Banvard English Comedy Co. made a welcome reappearance—the first night of another very brief season here—and kept a real good house in the best of spirits from first to last. "Rookery Nook" was, as on the last occasion, a "winner," being full of mirth from the rise to the fall of the curtain.

## Popular People

The story of Ben Traver's farce should be too well known to require repetition, but as presented by the Banvard artistes it lost nothing in the telling on the stage.

As "Rhoda Marley" Miss Kathleen Vaughan deserves special mention. The part might easily have been over-done, but her air of childlike innocence was convincing and combined with her pleasant voice and undoubted personal attraction, won and held the favour of the audience.

Mr. R. Heaton Grey and Mr. Bardy Russell, playing the parts of "Clive" and "Gerald Popkiss," respectively, occupied the stage for the whole of the evening. They acquitted themselves excellently, for both are accomplished actors and had parts which were alike delightful to interpret and suited to their temperaments.

## "Resigned Misery"

We were sorry for Mr. C. V. Wallace, to whom was delegated the ungrateful part of "Harold Twine," but he is so good an actor that he faithfully maintained his air of resigned misery and utter helplessness throughout all three acts.

Miss Annie Chippendale gave to her study of "Mrs. Leverett," the "daily woman," more than a touch of reality.

A faithful portrayal of the blustering German stepfather was given by Mr. Henry J. Corner, and Mr. Reginald Tippett as "Admiral Juddy" gave us a lesson in the art of make-up and character acting. It was difficult to believe that the same actor had been the calm and sinister Meister of "The Ringer."

Miss Valentine Clemow, Miss Elana Aherne, and Miss Josephine Kilfoyle, as "Gertrude Twine," "Clara Popkiss," and "Poppy Dickey," respectively, completed a cast which was wholly excellent.

## "The Fanatics"

To-night the Company produce "The Fanatics," when there ought to be another good house.

## HONG KONG

The following poem appeared in the "Times" of April 26, with reference to the Duke of Gloucester's visit.

Lamp-bestar'd, and with the star shine gleaming From her midnight canopy or dreaming Mirror'd in her fragrant, fair lagoon: \* All her streets ablaze with sheen and shimmer: All her firefly shipping-lights a-glimmer, Flitting, flashing, curving past Kowloon:

Oh, to see her thus! Her hill-recesses Bright with household glow that cheers and blesses Weary men, and guides them home to rest: And the criss-cross strings of light ascending Round the Peak, a-sparkle, circling, ending Where the roadways touch the mountain-crest.

Ending? No! For human aspiration Passes here to starry consummation, Mountain-roads into the Milky Way, Earth is strown with Danae's golden dower, Grandly here the Master Builder's power Crowns the work of England in Cathay.

## CECIL CLEMENTI.

Government House, Hong Kong. \* Hong Kong means "fragrant lagoon."

Wong Won-sang and his company of Chinese magicians are entertaining full houses at the performances at the Majestic Theatre, Kowloon. They are decidedly clever and often have the audience guessing as to "how it's done." An unusual film, "Flaming Waters," will also be screened at all performances to-day.

## BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 34, Wyndham Street or Phone C. 4641.

## NEW ADVERTISEMENTS

## ACKNOWLEDGMENT

General and Madame Chen Ming-shu wish to extend their hearty thanks to friends and visitors who have kindly called on them during their confinement at the Government Civil Hospital.

## "KEEP WATCH"

THE NAVY LEAGUE (Hong Kong Branch) have much pleasure in announcing that with the kind permission of the HONG KONG AMUSEMENTS, LTD. and under the auspices of St. George's and St. Andrew's Societies they will be showing the film:—

## "KEEP WATCH"

on EMPIRE DAY (24th May) at the afternoon performance which will take place at 5 p.m. sharp in the Queen's Theatre.

L. M. WHYTE,  
Hon. Sec.,  
Navy League  
(Hong Kong Branch).  
Hong Kong, 18th May, 1929.

## STUPIDITY

## Leads to A Terrific Conflagration

## "FLAMING WATERS"

The simple stupidity of a comedy character to whose mind water is the only means of fighting fire, and who promptly lets loose the flood of a reservoir in an attempt to extinguish a roaring inferno of oil, gives rise to one of the most impressive and dramatic thrills ever filmed in "Flaming Waters," a drama of the oil fields which roars with intensity in its sensational climax. The result of opening the flood gates is that a sea of the flaming fluid surrounds a house in which the mother and sweetheart of the hero are imprisoned and gives him a chance to effect a rescue which is brilliantly conceived and marvellously shot. He is forced to swim under the seething surface of the burning oil to the bank and then by means of a rope to the roof of the house he carries the two women to safety hand over hand.

This provides the finish of a truly sensational film, which will be seen for the last time at the Majestic Theatre, Kowloon, to-day. F. Harmon Weight, who will be remembered for his direction of "Drusilla With A Million," also made this oil field epic for F. B. O. The cast is perfectly balanced and gives a good account of itself.

In addition to the picture a famous company of Chinese magicians will entertain at all houses. The prices will be as usual.

## NEWS IN BRIEF

The name of Mr. Sidney Dixon Igglestan has been added to the list of architectes.

Mr. B. Wylie has been appointed by H.E. the Governor to serve on the Board of Education for a further period of two years, with effect from May 20.

Owing to the Whitsun holidays, the British Official Wireless Service will be suspended on Sunday and Monday. Normal service will be resumed on Tuesday at noon.

The total output of the Kailan Mining Administration's mines for the week ended May 4 amounted to 86,296 tons, and the sales during the period to 118,341 tons.

General and Madame Cheng Ming-shu left the Government Civil Hospital yesterday, after being there since March 11—the date of the King Edward Hotel fire.

Unless cause is shown to the contrary the name of the Hong Kong Motor Transportation Co., Ltd., will be struck off the register, and the Company will be dissolved.

In a report to the Police yesterday, Mrs. Johnson, of No. 5, Bowen-road, stated that some time between Friday and yesterday, some person stole from her bedroom a gold wristlet watch worth \$40.

It is notified that at the expiration of three months from date the A. G. Waller & Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

A Chinese deportee named Wong Kwai (47) who was being detained by the Police, suddenly took ill in a cell at the Central Police Station at 1 p.m., yesterday, and had to be speedily removed to the Government Civil Hospital.

## "Boy! My Usual Merchant &amp; Soda."

ONCE  
TASTED,  
ALWAYS  
ORDERED.

MARCHANT'S  
GOLD LABEL  
WHISKY  
BUY A BOTTLE TO-DAY.  
Sole Agents:  
T. E. GRIFFITH LTD.  
6, Queen's Road C, 5th Floor.  
Tel. C.3517.

## PARTICULARS &amp; CONDITIONS

of the Sale by Public Auction to be held on TUESDAY, the 21st day of May, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

## PARTICULARS OF THE LOT.

No. of Sale	Boundary No.	Locality.	Boundary Measurements			Contents in B. ft. x ft.	Annual Rental per annum.
			A.	B.	C.		
New London Island Plot No. 21	Plot No. 21	Intersection of Wing Chit Street and New London Street	As per sale plan.	6,678	62	about	13,617

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You will say good riddance to cumbersome flesh and will enjoy slender fashionable lines.

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## "PUNKT-ROLLER"

This is the most effective form of massage.



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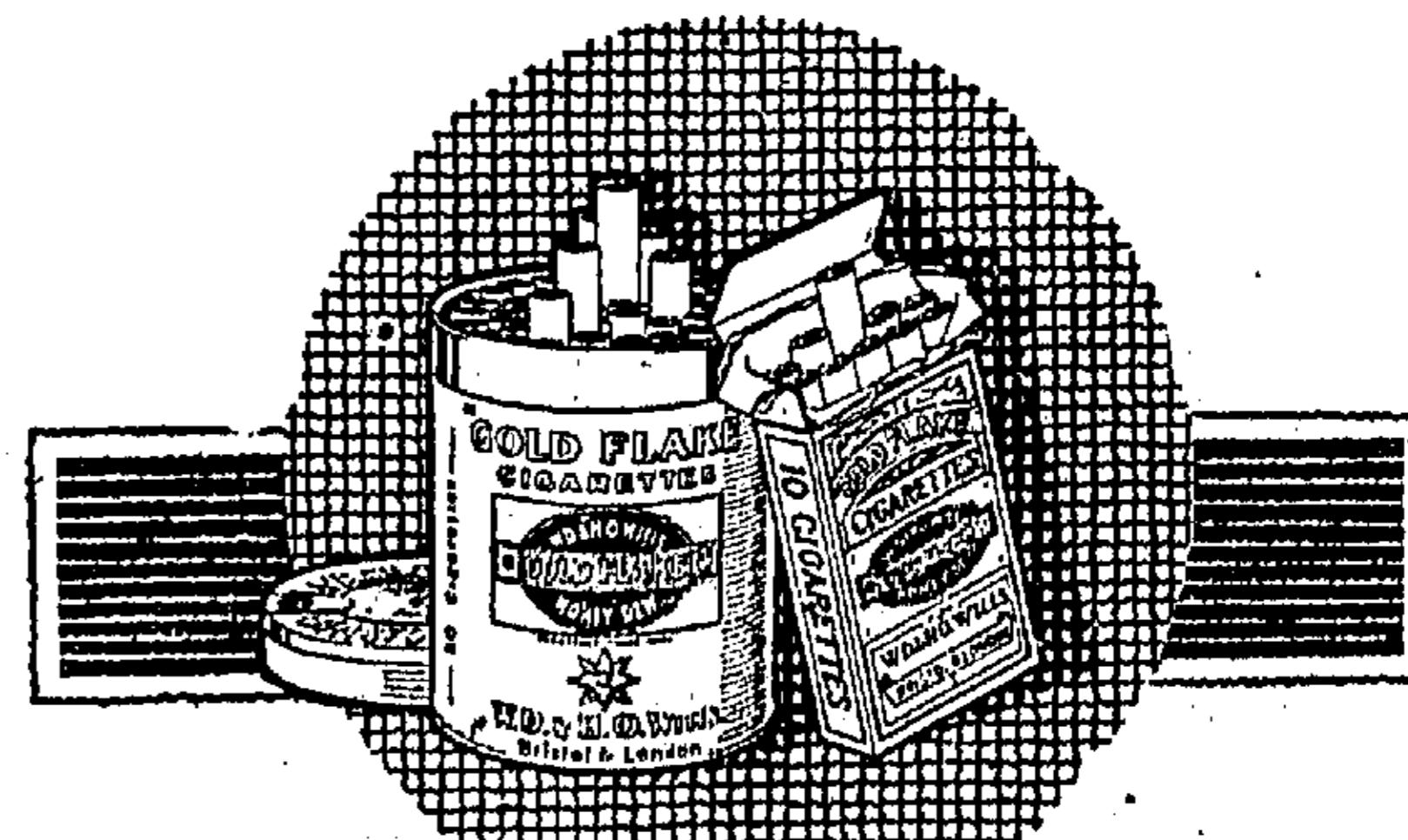


## WILL'S

## Gold Flake

## CIGARETTES

Packed in hermetically sealed tins of 50  
and moisture proof packets of 10



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W. D. & H. O. WILLS BRISTOL & LONDON

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

## MOVIELAND

The Week's Films At A Glance

## QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 & 9.20.)

To-day and To-morrow—"Wickedness Preferred," a hilarious comedy of a too romantic husband. Starring the popular comedy team, Lew Cody and Aileen Pringle, with George K. Arthur.

Tuesday and Wednesday—"The Port of Missing Girls," an extremely unusual picture of the modern flapper and her ways. Featuring Barbara Bedford, Hedda Hopper and Malcolm McGregor.

Thursday to Saturday—"When A Man Loves," a powerful drama of the colourful days of Louis XV. With John Barrymore, Dolores Costello and a brilliant supporting cast.

## WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20.)

To-day and To-morrow, Jackie Coogan in his splendid adventure picture, "Buttons." With Lars Hanson, Gertrude Olmsted and Roy D'Arcy.

Tuesday and Wednesday (at 5.15 & 9.20)—"The Awful Truth," a snappy comedy of marital mix-ups. At 2.30 & 7.15, Chinese picture with English titles, "The Girl General," Part 2.

Thursday and Friday (at 5.15 & 9.20)—"Body and Soul," a thrilling romance of the Alps. With Aileen Pringle, Norman Kerry and Lionel Barrymore. 2.30 and 7.15, Chinese picture, "The Girl General," Part 2.

Saturday and Sunday next, Roman Novaro in the spectacular production, "The Student Prince."

## STAR THEATRE

(At 5.30 and 9.15.)

Matines Every Saturday and Sunday at 2.30 p.m. To-day at 2.30 and 5.30 p.m., To-morrow at 5.30 p.m. only. "The Wise Virgin," an unusual comedy of modern marriage.

To-night at 9.15 p.m., The English Comedy Company in "The Fanatics." To-morrow at 9.15 p.m., The English Comedy Co. in "Thark."

Tuesday and Wednesday, "Rambuckle House," a gripping mystery story, with Betty Compson and Robert Lowing.

Tuesday at 9.15, The English Comedy Company in "Diversion," Farewell Performance.

Thursday and Friday, "Another Scandal," a lavish screen version of Cosmo Hamilton's great novel. With Betty Compson and Holmes Herbert.

Saturday and Sunday next, "The Lone Wolf Returns," a startling detective yarn full of surprise twists. Featuring Bill Dove and a large supporting cast.

## RAMSHACKLE HOUSE

"Rambuckle House," starring Betty Compson, will be the feature film at the Star Theatre on Tuesday and Wednesday.

It is a colourful story of love, mystery and adventure laid in Florida. A gaudy portion of the thrills take place in the dangerous Everglades, a setting said to be used for the first time in this picture. Miss Compson's supporting cast is comprised of Robert Lowing, John Davidson, William Black, Henry James, Josephine Norman and Duke Peizer.

## THE KID HIMSELF

— in his most lovable role!

JACKIE COOGAN



BUTTONS  
A Thrilling Romance of the Sea!  
AT THE WORLD  
TO-DAY AND  
TO-MORROW  
Interpreter 2.30 & 7.15  
Orchestra 5.15 & 9.20.

## TEARS OF ?

Things may come and also go, but the movie interviewers will be forever with us. A recent one reveals that Joan Crawford is as adept at crying as she is at dancing. In "ROSE MARIE," says she, "I weep three different ways. I shed tears of anger, tears of joy, and tears of sorrow. They are all different, but I find the tears of joy hardest to shed."

When Mildy starts to weep, then I start to analyse, Is it that she's wounded deep? Is it angry tears she cries? But her tears are precious tears, Not what other ducts employ So the dearest of the dears, Weeps. I gather tears of joy.

If an ordinary "skirt" Weeps for me, I know she's sore, She is angry, or she's hurt. But the girl I cherish more Than the planets or the skies, Sheds such dewy, fragrant tears That I know what time she cries She is really giving cheers!

If I sock her on the nose, And her tears come streaming down, Am I led, do you suppose, Into purchasing a Gown? Nay! hers are no common tears, Such as other ducts employ, So I know the little dear's Really crying "Attaboy!"

## CLASSIC FILM

John Barrymore in  
"When A Man Loves"

## THURSDAY AT QUEEN'S.

Using as a basis Abbe Prevost's classic story of Manon Lescaut on which the grand opera was based, Warner Brothers are offering a liberally adapted version under the title "When A Man Loves" with John Barrymore as the star and Dolores Costello featured. The picture will be shown at the Queen's Theatre from Thursday to Saturday.

The dramatic highlights of the original have been retained although some changes have been made in the settings and events leading up to them, and a stirring dramatic climax shows the hero instigating a mutiny aboard the convict ship which gives the chance for the suggestion of a happy ending instead of picturing Manon's death as in the original.

The theme of this production is the passionate romance of an unsophisticated girl from the provinces and a young nobleman who, letting the flesh overcome the call of the spirit, succumbs to the fascination of this girl on two different occasions just as he is about to enter a monastery and take holy orders.

With the action taking place in the settings of the gorgeous court of Louis XV. of France, the story under the direction of Allan Crosland has been sumptuously mounted on a super-production scale and is marked by many beautiful and artistic pictorial effects.

The story of Manon and her lover the Chevalier is an interesting one and the fact that neither of this pair are painted as paragons of moral perfection makes the roles more human even if it does tend to alienate a certain amount of sympathy. There is no doubt of Manon's passionate love for the Chevalier whose mistress she became, but her passion for jewels and gorgeous clothes led her to allow herself to become the paramour of the weakly count, and the Chevalier himself is shown as not being averse to cheating at cards to get the money to satisfy Manon's foibles.

## OLD MATRIMONY FOR NEW ROMANCE!

# The Cinema Page

## STAR THEATRE

Patsy Ruth Miller in "The Wise Virgin"

"The Wise Virgin," in which Patsy Ruth Miller and Matt Moore are starred and which will be screened to-day at 2.30 and 5.30, and to-morrow at 5.30 only in the Star Theatre, is a picture built up of unusual situations said to contain a wealth of drama, comedy and romance.

The story centres around a high speed model of a girl. She fancies herself in love with a

## CAVE-MAN COMEDY

Lew Cody and Aileen Pringle At Queen's

## "WICKEDNESS PREFERRED"

Lew Cody and Aileen Pringle, who have already made fame for themselves as a co-starring team in such comedies as "Adam and Evil" and "Tea For Three," garner fresh laurels in "Wickedness Preferred," their new co-star-

## "BUTTONS"

Jackie Coogan's Splendid Comedy

Jackie Coogan's splendid picture, which may be seen at the World Theatre to-day and to-morrow is a sea story of the ultra modern type—played aboard a great trans-Atlantic liner, a veritable city in itself, or hotel on the water. Jackie plays a page or bellboy, serving in the British Merchant Marine. It is a sensational and heart-gripping adventure that Jackie undergoes in the final climax.

The picture is a powerful drama of modern life, in which a very moving story has been taken and, by fine sense of values, built into a strong presentation. The story is said to be true to life and vividly depicts the alarming happenings with which a young girl of the modern flapper type may meet during her existence in a large city. All through an innocent love affair, a beautiful girl falls prey to the social jackals who promptly attempt to take advantage of the situation. Many unusual twists of narrative are introduced into the story thus maintaining an interest until the final climax.

Barbara Bedford and Malcolm McGregor are the leading players and are supported by other well known artists among whom are Hedda Hopper, and Bodil Rosing.

## ALPINE ROMANCE

Aileen Pringle in "Body and Soul"

One of the most thrilling love stories that ever was written has been made into a vivid melo-dramatic picture by Metro-Goldwyn-Mayer under the title of "Body and Soul" and will be shown at the World Theatre on Thursday and Friday next. The leading players are, Aileen Pringle, Norman Kerry, Lionel Barrymore and T. Roy Barnes.

Set amid the impressive scenery of the Swiss Alps, it tells the tale of a peasant maid who marries a human derelict out of gratitude and then unwittingly arouses his jealousy to such a pitch that he brands her body with a white-hot iron so all men may know she is his. A mountaineer rescues the girl, spirits her away to his cabin and the two fall in love. How the husband appears on the scene, the sacrifice of the girl to save the man she loves and their eventual happiness make a powerful play of thrilling adventure, heroic rescues and intense romance.

"YOUNG ASCETIC." — Ivor Novello, the English actor-composer was born in Cardiff on January 15, 1893. Educated at Magdalen College School, Oxford. Chorister of College 1905-11. First Song published when 15. Songs, "Keep the Home Fires Burning" and about 60 others. Film successes, "The Call of the Blood," "Miarika," "Carnival," "The Bohemian Girl," "The Man Without Desire," "Bonnie Prince Charlie," "Tessa and I," "The White Rose," "The Rat" and many others. Commenced actor-management in 1924 with "The Rat" written by himself in collaboration with Constance Collier. Recreation, Theatres, motoring, swimming, riding and golf. Addressed: 11, Aldwych, W.C.2. "Red-roofed" Littlewick Green, Maidenhead.

Billie Dove is just 26 years of age. She was married to Irvin Willat on October 27th, 1923.

Replies to "R.N." "Fan," and "Jack," unavoidably held over until next week.

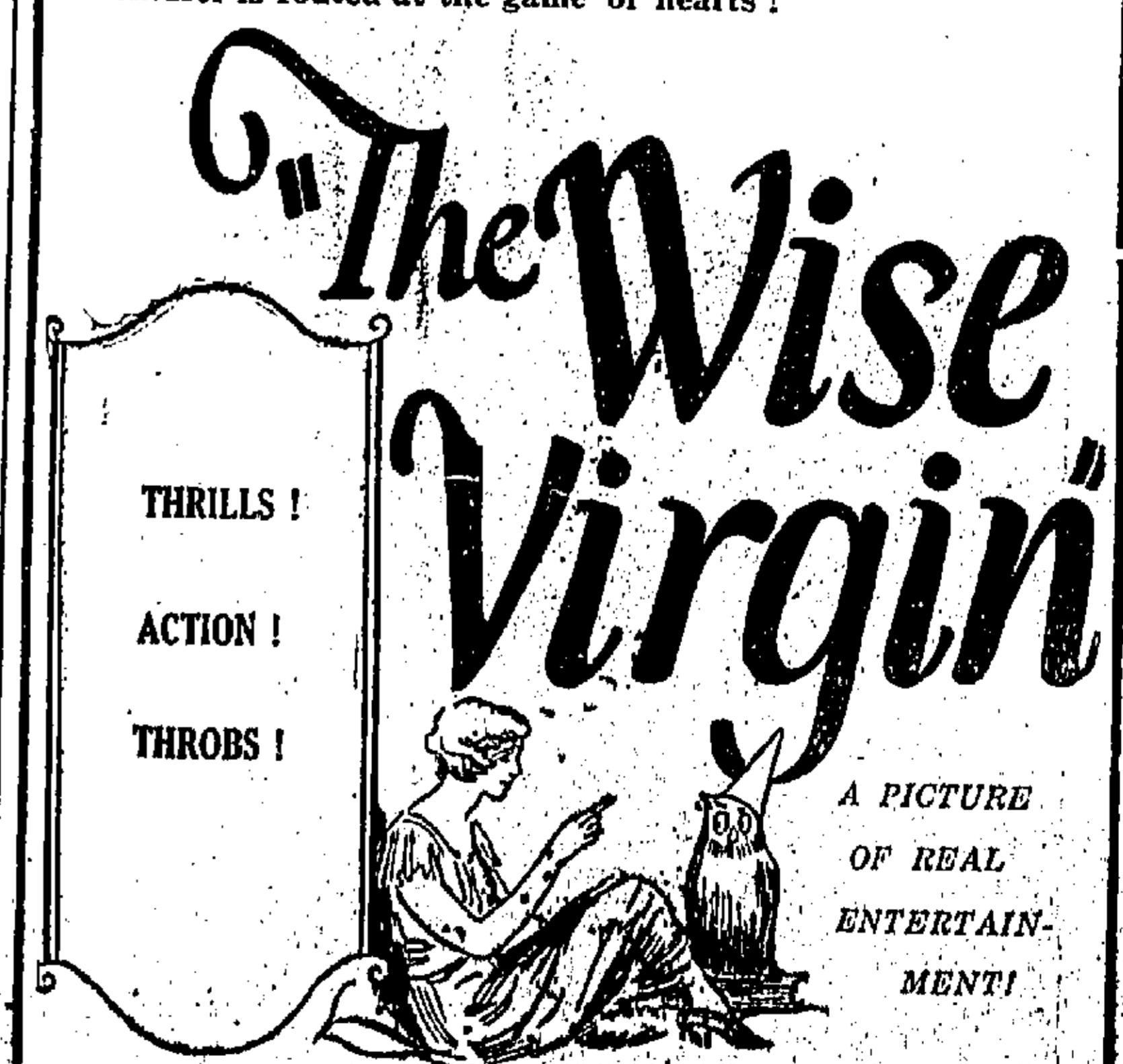
The Cinema Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

## A VICIOUS HABIT

Hollywood, land of freak customs, is becoming addicted to the use of yeast, one of the few Hollywood habits of which doctors approve. Norma Shearer has a standing order for a yeast sandwich every afternoon at four.

Dane and Arthur, Arthur and Dane, in BROTHERLY LOVE, are at it again.

A STARTLING drama of modern marriage in which a young wife discovers the meaning of true love, and a philandering adventurer is routed at the game of hearts!



WITH PATSY RUTH MILLER  
and MATT MOORE

AT THE STAR  
TO-DAY AT 2.30 & 5.30.  
TO-MORROW AT 5.30 only.

9.15.—THE ENGLISH COMEDY CO.—9.15.

QUEEN'S TO-DAY & TO-MORROW  
At 2.30, 5.10, 7.15 & 9.20.

titled foreigner. Her grandmother, however, wants her to marry one of her own countrymen and to that end conspires with the foreman of her ranch to court the girl, an idea that he secretly had in mind for some time. After much coercion the girl marries the American but her heart remains with the foreigner and she refuses to be anything but a "wife in name only." Complications ensue and many thrilling incidents take place before the splendid climax. To-night, at 9.15 p.m., W. R. Bantay's English Comedy Company will present "The Fanatics," a play which had a phenomenally successful run in England.

ring production, now playing at the Queen's Theatre.

Lew is seen in the role of an author who writes his own adventures from data gathered from encyclopedias. Aileen plays the rôle of the wife who takes dictation, looks up the rates for Lew's lies and recognises in him a soul hungry for romance but unable to live up to his self-created reputation as explorer and adventurer.

Bert Roach is seen as the lazy and fat husband of Mary

story—a vivid tale of loyalty, danger and thrills, with plenty of excellent comedy. Lars Hanson, the Swedish actor who first reaped fame in "The Scarlet Letter," plays a compelling rôle as the captain of the liner, and Gertrude Olmsted is beautiful as his fiancee, heroine of the story. Roy D'Arcy plays a villain with a flair for comedy and Dolly Moran adds more laughs. Paul Hurst, Coy Watson, Jr., Jack McDonald and others of note are in the cast. Among the lively thrills are the wreck and rescue at sea, the first alarm aboard ship, the fight in the "glory hole" and other vivid details. Much of the film was made aboard a great liner, giving a graphic idea of the operation of the modern ocean greyhound.

## "WHITE SHADOWS IN THE SOUTH SEAS"

Monte Blue and Raquel Torres have the leading roles in a cast which includes thousands of natives in "White Shadows in the South Seas," which is shortly coming to the Queen's Theatre. Aside from its scenic splendour and delineation of tribal customs and dances, pearl diving and the ruthless greed of traders, there is unfolded a drama of love, sacrifice and devotion all blended into an extremely fascinating photoplay.

from fashionable resorts to barren, head-over-heels in love with the novelist whom she accepts as the darling hero he has depicted himself in his thrillers of life in the South Seas.

George K. Arthur does good work, though his rôle is small, being that of a male gossip at a celebrated and fashionable seaside resort, where the two married couples meet.

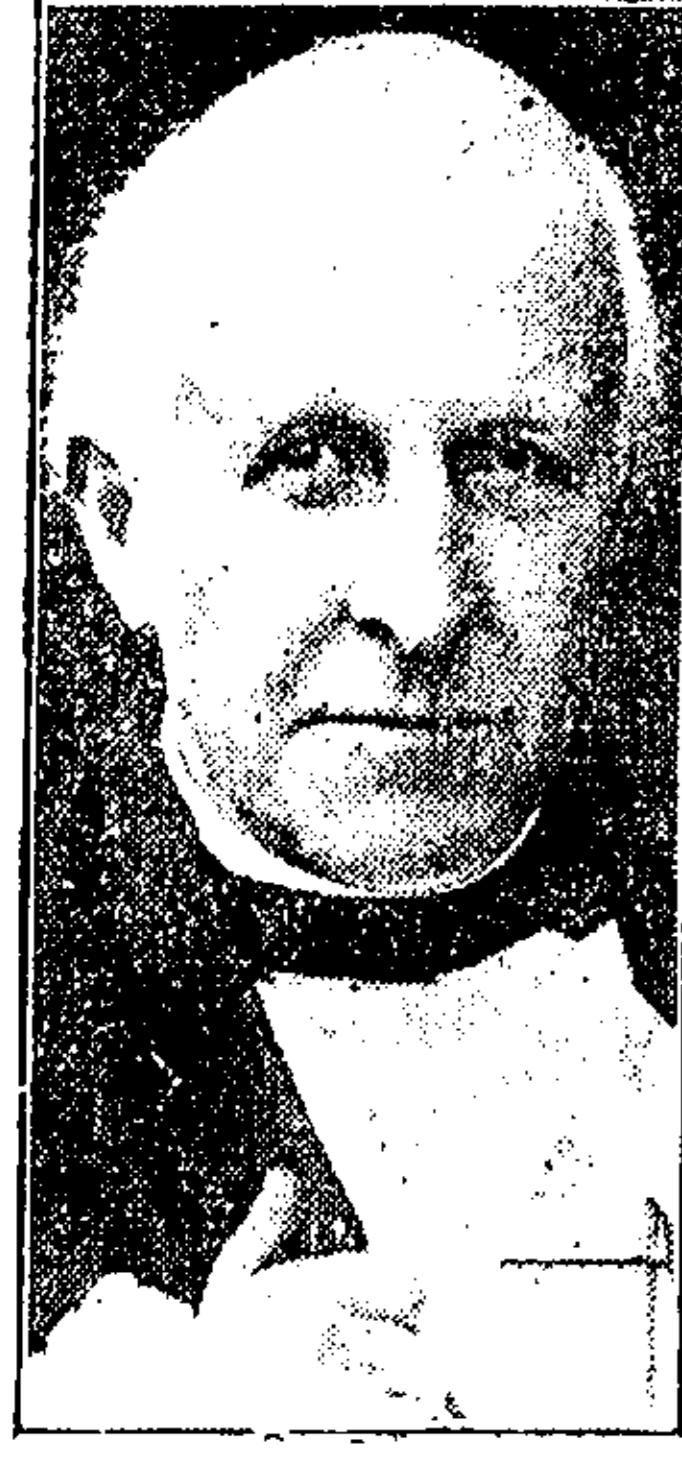
The picture has in it everything



ERNEST RAYMOND  
Speaks in Vancouver  
Cathedral

Ernest Raymond, the celebrated author of "Tell England"—the most touching of all imaginative works on the Empire during the War—spoke at the morning service in Christ Church Cathedral Vancouver, on April 7.

Archbishop of Canterbury



The Rev. Dr. Cosmo G. Lang, Archbishop of Canterbury, in a new and interesting portrait study which has just reached the Colony.



ELECTION CAMPAIGN

As at present arranged Parliament will be dissolved on May 10, the nomination of candidates will be ten days later, and polling will take place on May 30. It is estimated that the new register will show the addition of 5,000,000 women to the roll of voters, thus bringing the total electorate in Great Britain and Northern Ireland to nearly 28,000,000. Which party does the majority favour? That at present is "rapt in mystery" and of the three parties only one has shown its hand. Mr. Ramsay MacDonald is silent, except to allege that most of Mr. Lloyd George's thunder has been stolen from the Labour property room; Mr. Baldwin is believed to be relying on the Budget, which may or may not contain a reduction on the income tax and a return to the Penny Post; Mr. Lloyd George, having started off with the now famous "pledge," has sent his lieutenants out scouring the country and beating the Liberal big drum. The Conservatives up to the present have 581 candidates; the Labour Party 565; and the Liberals 496, and the numbers include seven Conservative, 28 Liberal, and 30 Labour women.

Starting From Land's End

The Liberal campaign has been planned on a grand scale. Recently Sir Herbert Samuel—watch Sir Herbert during the next few months—left Land's End on a 3,000-mile trip by motor-car which will last three weeks, and gradually extend to the northern counties, and Scotland even to John o'Groats. Liberal songs were sung, as the car went off carrying a floral horse-

"In all living things there is a boundless excess of life over the needs of living: that is the fundamental facts. And this ebullient excess of trees and hedgerows bursts into flowers; in larks and nightingales into a cataclysm of song; in children into romping and shrieking and laughter; or into the most wonderful day-dreams or the vividest make-believe; in adolescent youths into狂狂ing and roughhousing, or into towering ambitions and splendid egotisms; in men and women into hobbies, into enterprises, into voyagings, into research, into art, into sport, into dancing, into good works, into long, long talks, and into long impossible dreams." —Ernest Raymond.

[Mr. Raymond was educated at Chichester Theological College and Durham University, and took Holy Orders in 1915. He became a chaplain during the war and served in Galipoli, Egypt, France, Mesopotamia, Persia and Russia. He was chaplain of Toc H. in 1923 but that year resigned Orders and devoted his life to literary pursuits. He is known as one of the orators of the Educational Conference.]

RICHES

If I was very rich  
Oh the things I should buy!  
The first would be "Eternal Life"  
Then I need never die.

Next then I would buy "Love"  
A Love that never gets cold  
And then I'd buy "Eternal Youth"  
I don't like getting old.

No matter what the price  
I'd buy "Serenity"  
To always have a peaceful mind  
And know no enmity.

Then next I would buy "Friends"  
A few good ones would do  
The best that they kept in the shop  
They must be gold all through.

There's still a lot I want  
Never mind the prices  
I would ask to see some samples  
And then choose the nicest

There's "Sympathy" so sweet  
I know that's very dear  
"Pity" is a little cheaper  
But not so good I fear

There's "Health" that knows no  
pain  
A sense of "Humour" too  
And oh there are so many things  
A million pounds won't do.

All the things that matter  
Cannot be bought with gold  
Poorest souls in slums and gutters  
Have got them all I'm told.

—W. P.

RELIGIOUS GHOSTS

Free Church President on  
Modernism

The Rev. Thomas Phillips, speaking of Church problems in his presidential address at the annual assembly of the National Free Church Council at the City Temple, London, said:

Better a stammerer with a gospel  
than a genius without.

The moralist analyses conscience,  
and the man-in-the-street calls  
for stark, brutal facts.

Life is a five-barred gate, and the  
only way to take it is with a tilt  
and a jump.

I have been troubled by ghosts all  
through my ministry—the  
ghost of criticism and the  
ghost of modernism.

The Rev. S. M. Berry, secretary of the Congregational Union, said:

The pictures of Heaven suggested  
by conventional religion are too  
childish. I would abolish great  
many of our hymns about Heaven  
because they, more than anything  
else, are responsible for a distorted  
mental picture.

We must form a new mental  
picture of life beyond—as real as  
life in this world, and as tangible.

Mr. Lloyd George had concentrated attention on the unemployment problem. His action, said Lord Grey, had made it certain that the next Government, of whatever party it was, would have to consider the Liberal proposals as the practical policy for dealing with unemployment. "I am convinced the policy is right, and we should proceed with it." His native caution came out when he said that, while approving of the policy, he was not prepared to adhere entirely to the pledge that the unemployment figures would be reduced to normal within a year, but he believed that even if it took three or four years the policy would be by no means a failure.

Trouble About Broadcasting

A new and almost revolutionary element has been introduced into the General Election by the arrangement made by the British Broadcasting Corporation for a series of eight speeches by political leaders before the dissolution. Sir Laming Worthington-Evans led off for the Government on Monday with a speech of half an hour; and he will be followed by three other Government speakers, two Liberals, and two Labour men. The scheme brings to an end a deadlock which has existed for some months, firstly, because it was not considered advisable to introduce political controversy into such a non-political matter as the wireless, and secondly because the three parties showed a touchiness in regard to precedence that would have done honour to the pages of Debrett. Even now the plan is unsatisfactory to two of the parties. Why should the Government have four turns to Liberals' and Labour's two each? Why? The Liberal Campaign Department wishes it to be known that Liberals took part in the negotiations and accepted the proposal, "but only under protest" against the "partial action of the Government in the matter"; and Mr. Ramsay has said, "We never agreed to the scheme announced." What they did agree to was a scheme which gave them two

CHURCH NOTICE

A CHARGE OF ONE DOLLAR  
IS MADE FOR ALL NOTICES  
UNDER THIS HEADING

FIRST CHURCH OF CHRIST,  
SCIENTIST.

[Branch of The Mother Church,  
The First Church of Christ, Scientist,  
in Boston, Mass., U.S.A.]  
Macdonnell Road, below Bowen  
Road Tram Station.

Sunday Service, 11.15 a.m.

Subject:—"Mortals and Immortals."

The Sunday School is held on  
Sunday mornings at 10 o'clock.  
Wednesday Evening Meeting at  
6.30 o'clock.

Reading Room at above address,  
open:

Tuesday and Friday 10 a.m. to  
12 Noon.

Monday and Thursday 5 to 7 p.m.

The Public is cordially invited  
to attend the service and visit the

Reading Room.

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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN  
TELEGRAPH CO. LTD.,  
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Chebros and Co., from Tokyo.

M. J. Reidy Race Club, from Manila.

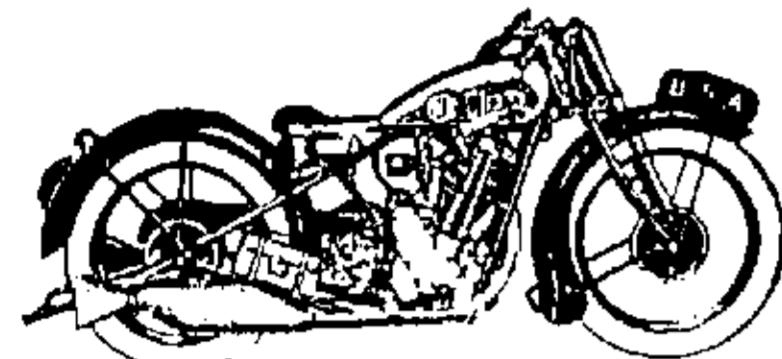
Davidson Black, s.s. "Takliwa", from Peking.

Cochran s

# MOTORISTS THIS IS YOUR PAGE

For POWER, SPEED, SAFETY,  
SILENCE, ECONOMY &  
RELIABILITY

B. S. A.



B.S.A. 4.9 h.p. Model S29 Two Port O.H.V.

It's the perfect combination of these vital factors which makes B.S.A. Motor Cycles the most popular machines in the world.

Call and See the Very Latest Model  
4.9 h.p. Light Two Port O.H.V.

IN STOCK

THE SINCERE CO., LTD.

SOLE AGENTS

RIDE A MONET & GOYON  
FITTED WITH M.A.G. ENGINE  
Outstanding Achievements of This  
FAMOUS ENGINE

The Most Difficult and Dangerous  
Race in France

THE HILL CLIMB DE LA TURBIE  
175 c.c. 1st, 2nd, 3rd, 4th, 5th  
All on M & G.

250 c.c. 1st on M & G.  
350 c.c. 1st on M & G. M.A.G. engine.

500 c.c. 1st on M.A.G. engine.

750 c.c. 1st on M.A.G. engine.

SIDECAWS.—

350 c.c. 1st on M & G. M.A.G. engine.

600 c.c. 1st on M.A.G. engine.

Easy Payments Arranged.

THE FRENCH MOTOR CYCLE CO.,

46. Nathan Road, Kowloon.

Enjoy the Summer

ON A HARLEY DAVIDSON

350 c.c. Side or Overhead Valve

THE NEW

500 c.c. Single

THE FAMOUS

750 c.c. Small Twin.

THE SUPER

1,000 c.c. Big Twin.

(For Solo or Side-car)

ONLY A FEW LEFT!

THE GASCON MOTOR CO.  
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242. 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND  
ACCESSORIES IN STOCK.

A  
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O  
ACCESORIES

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts  
Batteries,  
etc., etc.



Electric  
Accessories,  
etc., etc.

## OUR WEEKLY CHAT

### On Cars, Trucks, Cycles And Accessories

#### NOTES FROM THE FACTORIES

[By "Super-Six."]

"Hidden Monster" in Car  
Imports of motor-cars to the Fiji Islands, in the South Pacific, where they were first regarded by the natives with fear and superstition, are increasing steadily. At the end of 1928 there were 1,074 cars in the islands. When the first car arrived in 1905 the natives sought the deportation of the owner as a dangerous character, according to the American Consul at Suva, who recalls that when the second car arrived the devil doctors formed a committee to exterminate the monster it was supposed to conceal.

No Cars at Sandhurst  
Major-General E. S. Girdwood, Commandant of the Royal Military College, Sandhurst, has instructed an amendment to be made in the college standing orders that:

Gentlemen cadets will not in future be allowed to keep or drive motor-vehicles while in residence at Sandhurst. The commandant, it is stated, has made the order to minimise the possibility of cadets being prosecuted for infringements of the motoring law. A similar rule was made temporarily last term following a fatal accident and a police court case.

New "Luxury" Tramcar  
An experimental tramcar with many new features has been built for the tramway companies connected with the London Underground group. The seats are of the cross type, and are upholstered in moquette. In the driving cabin there is a seat for the driver, who has at his command electrically operated eight-wheel brakes. Special dipping headlights can be operated in foggy weather to project a beam on to the track. The lights over the exit steps switch on automatically as the doors open.

Scotland Yard's New Cars  
The new motor vehicles designed for use in connection with the system of police telephone-boxes to be introduced in London this year were on view at Scotland Yard. They resemble in some respects a "Black Maria." The body is higher than that of the ordinary van, so as to provide a cell to accommodate a prisoner standing upright during removal to the nearest station or prison. On one side there is accommodation for carrying a prisoner lying down, which can also be used for an intoxicated person. This provision will do away with the present method of carrying people through the streets on stretchers. The interior fittings include lockers, in one of which will be kept a steel hawser that can be used for towing broken-down vehicles. There are also picks and sledges, hammers for dealing with any emergency that might arise, and jacks for lifting vehicles in cases of accident or where people are trapped underneath.

The Hero in the Car  
An unknown motorist passing through Aintree—stopped his car, dived from a bridge into the canal, saved an eight-year-old boy named Barnes, who had fallen in, and continued his journey without disclosing his identity. The motorist dived into the water fully clothed, and his clothes were dripping as he drove away. Spectators took charge of the boy after he had been rescued.

A Motor Pioneer  
News of the death, at the age of 81, of Karl Benz, the pioneer motor-car manufacturer, which is recorded in a recent cable from Berlin, recalls the fact that one of the first Benz cars ever made found its way to Singapore. This was in 1896. The car was imported by Katz Bros., and passed

BUSINESS OPPORTUNITY.  
CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3a, Wyndham Street or 'Phone C. 4641.

their night attire. They got going but could not—dare not—stop, and eventually landed at Changi when they were saved from a watery grave in the nick of time by the cooling water boiling and the piston of the single cylinder engine seizing. Their return to town, later in the day, clad in singlets and sarongs, caused something of a sensation.

Paving Roads With Rubber  
The question of paving roads with rubber has again come to the fore, says "The Commercial Motor." In a paper read by Lieut.-Col. T. H. Chapman at a conference on the subject, held recently in London, it was prophesied that there would soon be established a standard rubber street paving that would be a decided advance and prove not only an amenity, but an economic investment to the cities and towns which adopted it. Naturally, until it can be placed on the market at a cost which brings it within economic bounds, its employment will be restricted, but developments tending to a reduction in price may be expected.

Sunday Sensation

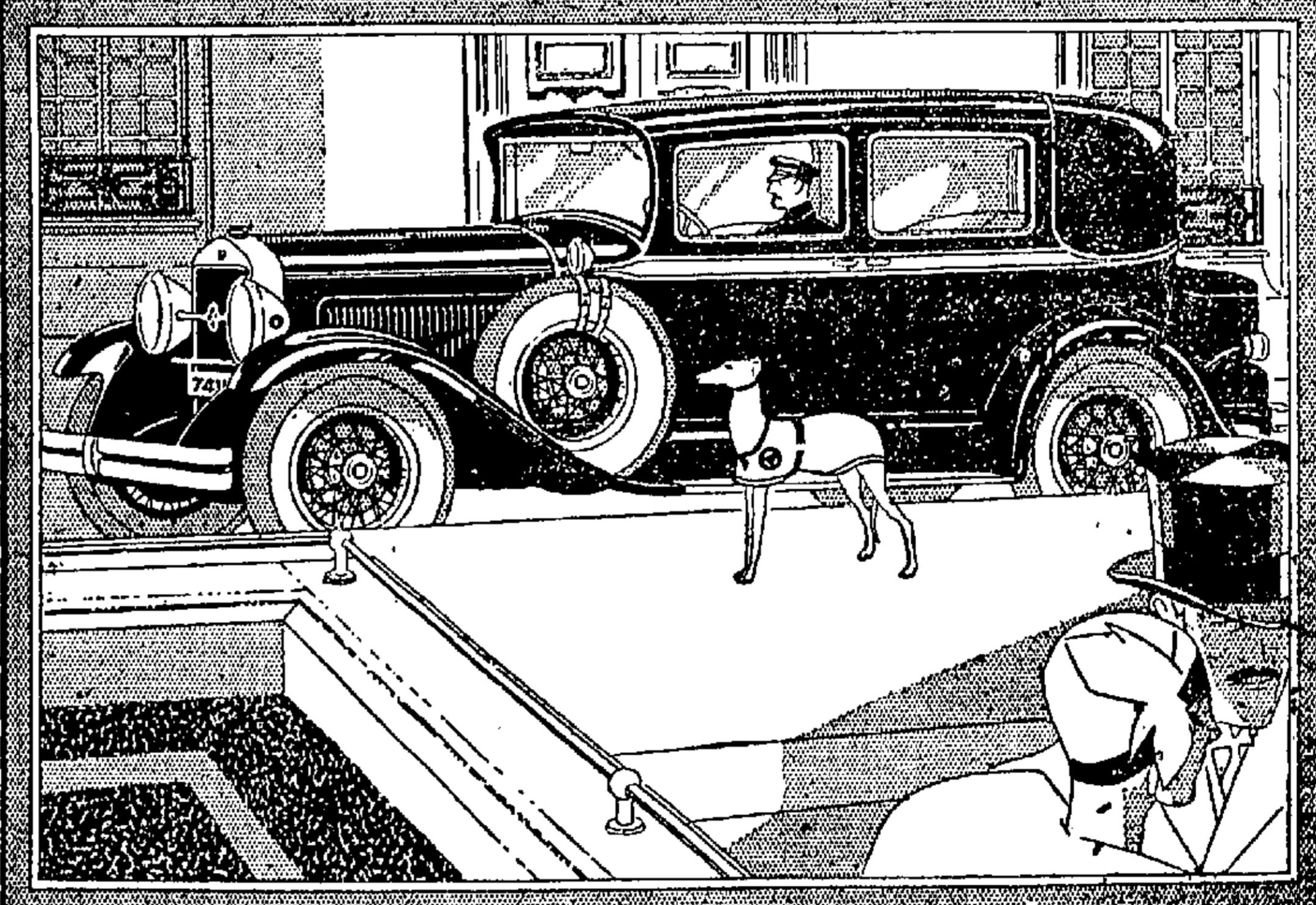
Soon after the Benz went out of commission, a machine of American origin, with steering arm in place of a wheel, made its appearance. This also was a bad starter but, once going, it was difficult to stop. There is on record an early Sunday morning jaunt by two respectable inhabitants who intended to take a short run before breakfast, clad in

their night attire. They got going but could not—dare not—stop, and eventually landed at Changi when they were saved from a watery grave in the nick of time by the cooling water boiling and the piston of the single cylinder engine seizing. Their return to town, later in the day, clad in singlets and sarongs, caused something of a sensation.

**USE**  
**GARGOYLE**  
**Mobiloiil**  
*Make the chart your guide*

ning top, can sympathize with their enthusiasm, neither can the blame be laid entirely on the parents; their children must play in the open air and, in the absence of gardens or near-by parks, the only place is the street. It seems, therefore, that the danger will continue to crop up annually and to be ready to stop instantly.

**Doing  
what no other car ever  
DARED**



STUDEBAKER'S NEW COMMANDER EIGHT BROUGHAM FOR FIVE—Six wire wheels and trunk, hydraulic shock absorbers and ball bearing spring shackles, standard equipment.

**D**ARING to submit its fully equipped stock models to endurance test runs supervised by the American Automobile Association, Studebaker's famous Commander Six—predecessor of this new Eight—traveled 25,000 miles in less than 23,000 minutes!

Not content with doing what no other car maker ever attempted, Studebaker bettered the champion Commander in the only way possible—by making it a great eight! And Studebaker dared to build this new quality eight to sell for less than ordinary sixes.

Still not content, Studebaker created this new Commander Brougham—a distinctive sport sedan—beautiful and in an entirely new mode. This new Brougham offers longer, lower body lines on a new double-drop chassis frame; non-shatterable safety windscreen, adjustable front seat, movable center arm rest in rear seat, touring trunk with three cases, two extra wire wheels, side mounted; ball bearing spring shackles and hydraulic shock absorbers.

This new Commander Eight Brougham looks and acts like a champion car. Come and see for yourself.

Studebaker's Four Lines  
Studebaker builds four great lines of cars—The President Eight (60,000 miles in 25,000 minutes); The Commander Eight (50,000 miles in 47,500 minutes); The Erskine (100,000 miles in 95,000 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

**THE HONG KONG HOTEL GARAGE**

25 Queen's Road Central

Tel. Central, 4759.

**STUDEBAKER**

BUILDER OF CHAMPIONS



Sole Agents:  
THE CHINA MOTOR SUPPLY CO., 28-28a Des Voeux Road C.  
Telephones C. 1558 & C. 3532

### THE COMMANDER

210 Miles in 210 Minutes

The necessity of getting two escaped prisoners of desperate character and notorious gang affiliations back to the Illinois (U. S. A.) State Reformatory at Pontiac, Illinois, with the greatest possible speed, gave The Commander another opportunity to prove its mettle.

When word was received at Pontiac that the two men had been recaptured at Ironton, Ohio, only 10 miles from the West Virginia line, C. M. Lunn, O. O. Botkin and Jack Lannon were ordered to bring them back.

"How'll we go?" was the first thought.

"In my Studebaker, of course," was the prompt reply of Lannon.

So off started the trio and drove to Ironton that same day, a distance of 482 miles. It was a matter of a few moments before the prisoners were loaded into the car and the party, now increased to five, started back over the same trail. On the last 210 miles from Indianapolis, Indiana, to Pontiac, the total elapsed time was exactly 210 minutes. Botkin was driving and Lunn and Lannon vouch for the fact that the time was checked by their three watches. This was an average of 60 miles an hour.

Needless to say, the prisoners were safely returned, thanks partially to The Commander.

### ALL ROUND CAR

#### Plymouth Proves Itself

Mr. W. E. Rankin, of Sandy Hook, Mississippi, is believed to be the heaviest mail carrier in the business. He weighs 438 pounds, and he made an exhaustive search to find the car best suited to his work. He was doubly particular because he is forced to travel over rough roads often made worse by mud.

Mr. Rankin demanded roominess, speed, easy-riding action, economical performance and low-price, all of which he found in the Plymouth Two-Door Sedan. Owing to the driver's extreme weight and size, the front seat was moved back a few inches and three extra leaves were added to the spring on the left side of the car.

In Iowa, on a recent winter day, a standard Plymouth Coupe established a remarkable record on a route totalling 26.3 miles. Eighty stops were necessary to make deliveries to 84 mail boxes. The car achieved all this with a full consumption of exactly one gallon!

#### In a Big Way

Texas does things in a big way. Not only is it the largest State in the Union but it has produced the tallest man in the world. He is Jack Earl who hails from El Paso and stands highest in his class at eight feet six inches.

Mr. Earl's altitude is a handicap in a world that has been designed for human beings whose average height is three feet less than his own. With motor cars, the tall Texan has encountered difficulties. That is, until he discovered the Plymouth during the recent automobile show in Chicago.

He was amazed at the ease with which he could sit comfortably in the driver's seat of the Plymouth.

The spectators who saw him do it, were even more amazed. But it was visual evidence of the full size of this automobile, another proof that Chrysler Motors engineers, by their own system of scientific proportioning, have produced a car in the lowest price field that provides ample room for its passengers—even if one of them happens to be the tallest man in the world!

### SOLE COMPLAINT

#### Toll-Gate Taxes on Road Users

#### AN IRRITATING SURVIVAL

An American who had been told that the best way to see Britain was from a motor-car, a few days ago ordered one by wireless while travelling across the Atlantic.

On arrival at Plymouth he started off in the car in blithe mood for Margate, and took the coast road. On the journey he was called upon to pay seventeen toll-gate and road fees, amounting in the aggregate to about £1.

When he reached Margate he was asked what he thought of the British countryside. It is beautiful," he admitted, "but so it ought to be." He drew from his pocket a number of coloured toll passes. "Look at my admission tickets," he said.

An official of the Automobile Association stated: "I will surprise the public to know that there are eighty-eight toll bridges and fifty-five toll roads in the country. The charges vary very considerably, but it is possible to spend a considerable sum in the course of a comparatively short journey, and there are all sorts of curious charges.

"For instance, at Tuckton Bridge, owned by the Bournemouth Corporation, there is a charge of one penny to take across a baby's pram, twopence for a motor-car, and one half-penny for a pedestrian. In several cases workpeople are obliged to pay one penny or a halfpenny when going to and from work.

"At Shoreham there is a charge of 4d. for a horse and twopence for the body, and at Swindon Bridge, on the Oxford-road, there is a charge of one farthing for every calf, sheep, or lamb.

"Some of the charges are very high, such as at Denham Bridge, on the main Lincoln-road, where the charge per vehicle is 2s. In the case of a tradesman who desires to cross and re-cross several times a day, this is very expensive.

"All our routes are made out to avoid these charges as far as possible, because in many cases they are exorbitant. We look forward to the day when they will all be done away with."

There is only one toll levied in Scotland, at Connel Bridge, on Loch Etive, where the L.M. and S. Railway make a charge of 10s. per car.

### BUS CHASSIS

#### Introduced by Willys-Knight

Willys-Knight products are to be extended to include a bus chassis which will be sold through the John N. Willys Export Corporation.

This coach chassis has been designed to meet the exacting needs of overseas service and to offer the most economical means of transportation with the greatest safety and riding comfort.

This new unit is powered by the famous Willys-Knight double sleeve-valve, 3 1/2 x 4 1/2-inch engine developing 70 h.p. at 2,600 r.p.m. and providing a road speed of 45 miles per hour. The crankshaft is carried in seven bearings. Petrol is fed by vacuum from a 45-gallon tank to a Tillotson carburetor. The tank is cradle mounted at the rear of the frame and is furnished with a special flexible filler pipe with casting for mounting on outside of body. A petrol gauge is mounted on the dash. The exhaust pipe is mounted on the outside of the frame.

The electrical equipment includes a 12-volt Leece-Neville generator, and the Electric Auto-Lite electrical equipment is employed for starting, lighting and ignition. The cooling system includes a cellular type radiator, and a centrifugal pump.

#### The Clutch

The single dry-plate type clutch with two 11-inch asbestos fabric rings is mounted in unit with the engine and transmission. The transmission furnishes four speeds with a ratio of 4.8 to 1 in low and direct in high. Power is carried to the rear through a three-piece tubular propeller shaft equipped with four metal universal joints. The rear axle is of the double reduction, full floating type providing a standard final reduction of 6 to 1. Various other axle ratios are obtainable.

The frame is of pressed steel, 8 1/2-inch depth, 3 1/2-inch flange and 3/16-inch stock kick-ups for front and rear axles. It is reinforced by an X brace in the centre and seven channel and one tubular cross-member as well as frame liners. Semi-elliptic springs with auxiliaries which function under load, support the frame. They measure 46 x 2 1/2 inches in front and 60 x 3 inches, rear.

Four-wheel brakes, operated in conjunction with vacuum booster brake mechanism and a hand brake acting on the rear wheels make up the braking system. Steering is through cam and lever gear.

Budd Michelin disc wheels equipped with 34 x 7.50-inch balloon single and dual rears are standard.

Dimensions  
Wheelbase 190 inch (4.75 m.)  
Overall length 276 inches.

Back of dash to centre of rear axle 151 inches.

Back of dash to end of frame 208 inches.

Weight—5,700 pounds.

Maximum capacity (body and load) 6,150 pounds.

Frame height from ground at front door loaded, 22 inches.

#### THE RESPONSIBLE AGE

I think it is a pity, writes "Carbon," in "Motor Cycling," that Mr. Herbert Stancer, the very capable secretary of the C.T.C., should have told the House of Lords Select Committee that no one under the age of 18 ought to be given a driving licence. The interest that Mr. Stancer represents lies in a glass house and the secretary should not indulge in stone-throwing; if boys may not ride motorcycles until they are 18, then somebody will propose that they should be forbidden bicycles. The errand boy and his cycle are one of the proverbial menaces of the road, and it is quite on the cards that one day legislation will come along to restrict the activities of the youthful cyclist.

He was amazed at the ease with which he could sit comfortably in the driver's seat of the Plymouth.

The spectators who saw him do it, were even more amazed. But it was visual evidence of the full size of this automobile, another proof that Chrysler Motors engineers, by their own system of scientific proportioning, have produced a car in the lowest price field that provides ample room for its passengers—even if one of them happens to be the tallest man in the world!

### MOTOR BOATING

#### Outboard Racing For Women

#### SAFE AND HEALTHY

Although outboard racing has up to now been mainly a man's sport, there already exists a numerous band of enthusiastic women "outboardists," and the suitability of this sport for women is so patent to all who know anything about outboard motor boating that I confidently predict it will be taken up to a considerable extent by women in large numbers during the coming season, writes Elsie M. Shillan in the "Motor Boat."

While outboard racing is most exhilarating for the contestants, and spectacular for the onlookers, it has the advantage of being perfectly safe. Unlike speed on the road, where a "spill" means almost certain injury, the very worst that can happen to a competitor in an outboard race is a "ducking." Even this is becoming a rare occurrence, for whilst a little while ago it was considered rather a feather in one's cap to turn one's boat over, it is now looked upon as a sign of faulty helmanship or poor judgment in the selection of a good safe-riding boat.

#### Advantage of Cleanliness

Another advantage of outboard motor boating for women is its cleanliness. One does not get smothered in grease and dust as in motorcycling, for instance. The woman who takes up this sport is sure of a peasant time from the social standpoint, as "outboardists" have always impressed me as being about the most agreeable set of people I have ever been in contact with, while the spirit of camaraderie which exists amongst them is probably unexcelled by that existing amongst the devotees of any other sports.

Again, outboard motor boating is quite inexpensive as compared with other sports. A complete racing outfit can be purchased new for £60, and such an outfit, even in the hands of a comparatively inexperienced driver, is capable of a speed of 38 miles per hour.

The same motor which is used for racing can be employed for driving another boat when required. You can attach it instantly to a roomy displacement boat and take a dozen of your friends for a jolly cruise.

An outboard motor is a godsend on a holiday as it enables one to enjoy all the pleasure of the water without the necessity for exhausting and monotonous rowing.

Although the driving of an outboard racing boat appears to the uninitiated to call for a great deal of skill and nerve, it is surprising how quickly the novice acquires confidence. It was with a feeling of some trepidation that I entered for the first women's race held at the Welsh Harp last season, especially as I had only been out in a hydroplane two or three times.

An ideal boat for fast cruising is a 14-ft. single-step hydroplane, the cost of which, in mahogany, is from £30 to £40. Such a boat is capable of 25 m.p.h. with the driver only, and 18 m.p.h. with four people aboard. The cost of the motor is only £20.

An outfit of this description provides excellent sport as a family boat, or for three or four friends.

It can be easily towed on a trailer behind even a light car. The cost of such a trailer is about £18.

The engine and all equipment are stowed inside the boat, thus avoiding overcrowding in the car.

A space can usually be found in the garage in which the boat can be housed, but even if it is stored in a boathouse, the cost of storage will only be about £3 or £4 a year, and is sometimes considerably less.

#### Mobility of The Outboard

The owner of boat and trailer is able to enjoy all the pleasures of boating on river or sea, although living many miles from navigable water. A trailer is also a great convenience for the outboard racer, as it enables him (or her) to compete at race meetings in all parts of the country without going to the trouble and expense of sending boats by rail.

For women who are not motorists, and who do not wish to go in for outboard racing, there is a great deal of fun to be had in keeping an outboard dinghy or punt on the upper reaches of the Thames or some other river. This is especially attractive for the woman with a family of children who can arrange healthy and enjoyable outings and picnics for the kiddies.

#### Success of Women Drivers

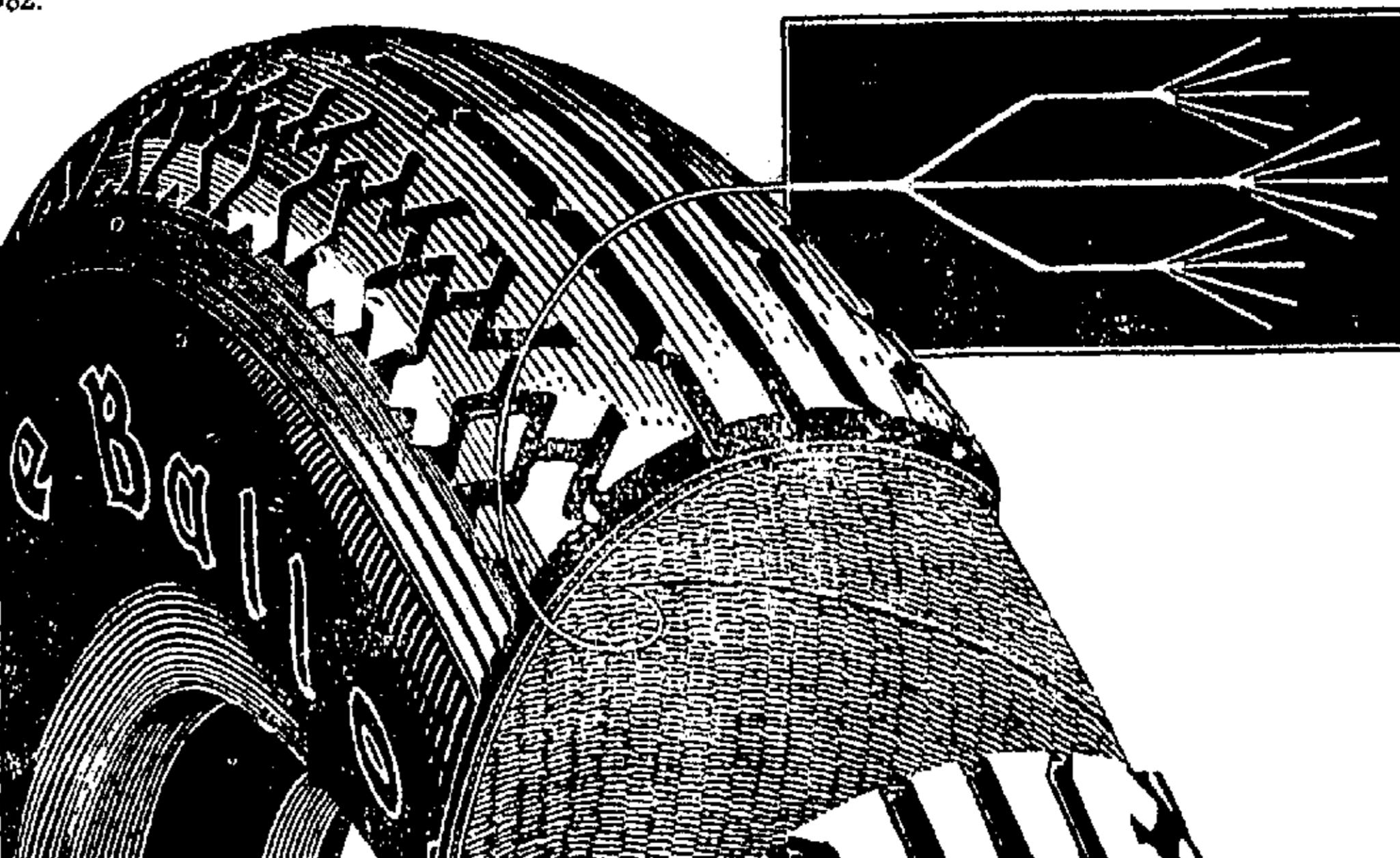
Although the company of women outboard motorists has up to now been comparatively small, they have many successes to their credit. Perhaps the most notable feat of last year was the Hon. Mrs. Victor Bruce's double crossing of the Channel. Using a 12ft. single-step hydroplane for her novel venture she crossed from Dover to Calais in 65 minutes, turned round, and came back to Dover in 50 minutes. The big-motor passenger outboard escort boat was left behind at the start, and Mrs. Bruce was unaccompanied throughout the trip.

Another successful woman outboard driver is Miss Zoe Liversay, who secured several successes at race greatly admired amongst the outboard fraternity for the skill with which she handles her craft.

In America Miss Helen Henschel is perhaps the best known of all the outboard racing drivers, male or female, and has a immense number of victories to her credit.

If a comparatively small number of women drivers can show such a successful record, it appears as though the men will have to look to their laurels this season!

29982.



## GUM-DIPPING Gives You Extra Value.

By the Firestone Gum-Dipping process, the cords of the car-cass are dipped in rubber solution, which saturates and insulates every fibre of every cord with rubber, minimising internal friction. On the cars of hundreds of motorists—in the day-in and day-out service of the largest lorry, motorbus and taxicab fleets—in the "battle of tyres" on race tracks—Firestone Gum-Dipped Tyres, because of their extra stamina, are delivering longer mileage with added safety and comfort. Let us save you money with a full new set of Gum-Dipped Tyres.

#### MOST MILES PER DOLLAR

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GUM-DIPPED TYRES.  
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VOLTS	AMP. HOUR CAPACITY AT 5 AMPS	TYPE	CASE	DIMENSIONS IN INCHES		PRICE EACH	REPLACEMENT CYC
				L. W. H.	—		
6	15	63 MR	RUBBER	4 1/2 X 3 1/2 X 6 1/2	—	\$16	CYC
6	80	A611 RF	RUBBERIB	9 1/2 X 7 1/2 X 9 1/2	27	—	4
6	85	A613 J	—	8 1/2 X 7 1/2 X 9 1/2	31	—	5
6	92	A611 SF	—	9 1/2 X 7 1/2 X 9 1/2	39	—	5
6	100	A615 J	—	10 1/2 X 7 1/2 X 9 1/2	40	—	5
6	112	A613 SF	—	10 1/2 X 7 1/2 X 9 1/2	46	—	2
6	135	A615 SF	—	11 1/2 X 7 1/2 X 9 1/2	53	—	3
6	130	A615 JKX-2	—	19 1/2 X 4 1/2 X 9 1/2	65	—	CAD
6	160	A617 SF	—	13 X 7 1/2 X 9 1/2	60	—	6
12	50	A127 SP	—	12 1/2 X 7 1/2 X 9 1/2			

# POWER for Hills or Heavy Going

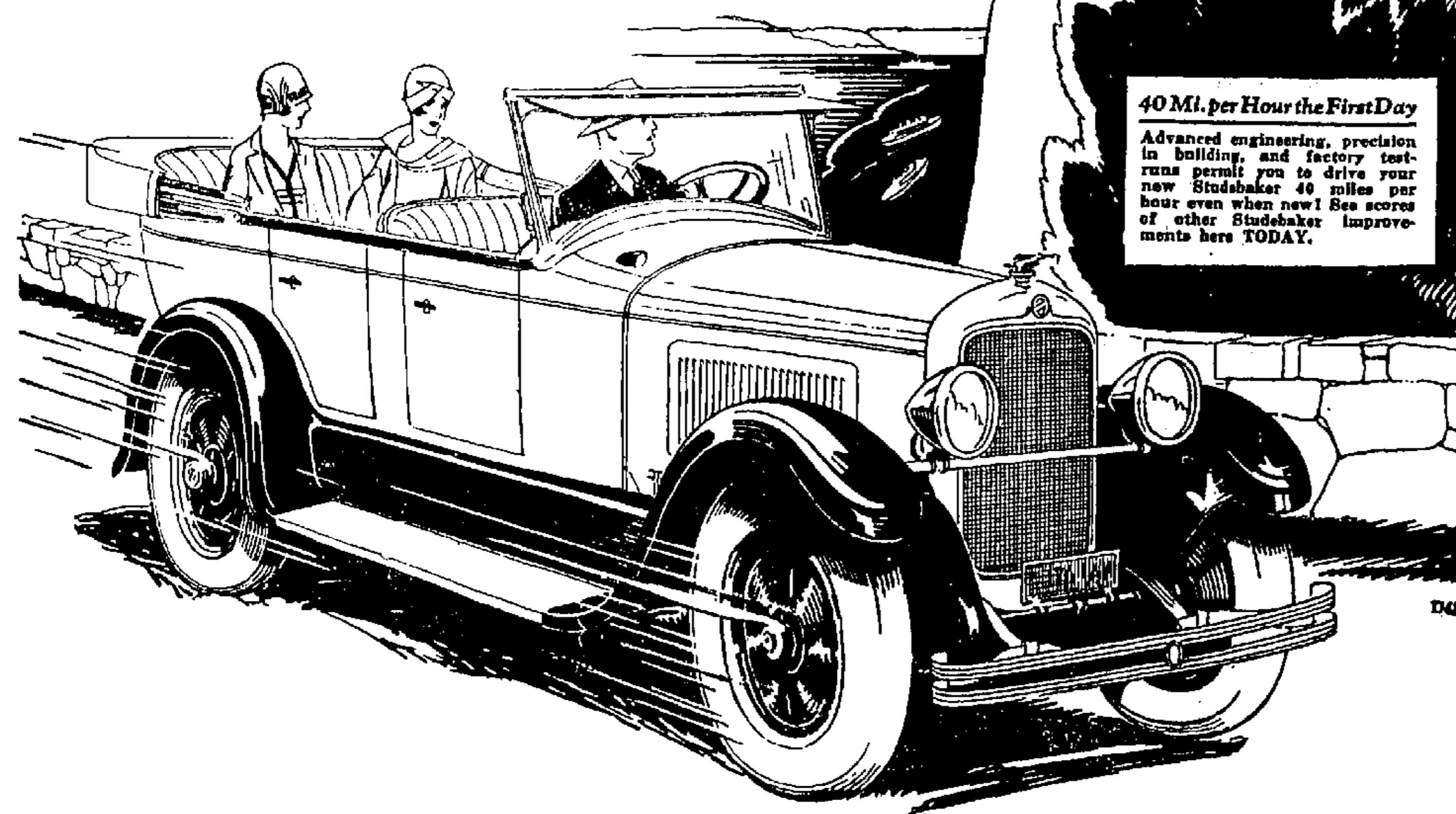
Companion Car to The Commander

ADVANCED engineering has increased the power of this Studebaker Director and at the same time increased its economy of fuel.

This spirited sport Tourer is capable of high sustained speed. In official tests, the sedan model of this new Director raced 1483 miles in 24 hours—an average of 61.795 miles per hour for 24 hours! This Director has proved itself a blood brother of the world's champion Studebaker Commander.

But this Studebaker Director offers you more than speed. It gives you distinctive beauty of line and colour, enriched by special leather upholstery, nickelized bumpers and a flat-folding hood. It offers you relaxed comfort from deep cushions, extra ample springing.

It offers you added years of dependable service that has made Studebaker a world-wide favorite. It offers you added value that only Studebaker can give. Come here today. Compare with your own eyes. See how much more Studebaker gives for your money!



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# STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 76 YEARS

### TYRE MAKERS

Home Writer's Able Defence

### HINTS TO OWNERS

Ever since motoring began, it has been the custom of tyre companies to deflect the complaints of tyre buyers by accusations of under-inflation. Many ordinarily meek men have been stirred to genuinely apoplectic rage by these "put-offs," as such denials of liability are vulgarly named in offices. When a tyre has collapsed beyond repair after about a quarter of the mileage which it was expected to survive, it is very irritating to be told that it is all your own fault; and doubly so if you are under the illusion that you have fostered the tyre in question like a lapdog. It would seem that some disgruntled motorists have been so rude to the tyre companies that the tyre companies are beginning to hit back; or perhaps one should say "the tyre company," for Dunlops supply the bulk of the tyres used on private vehicles in Britain. At any rate, Mr. W. H. Paul, who directs the technical activities of Fort Dunlop, put the case for the tyre manufacturer most cogently when he was invited to address the Institute of Automobile Engineers. He asked us to imagine (writes R. E. Davidson in "The New Statesman") what would happen if motor cars were sold without springs, and each individual user were left to fit a spring of any particular strength which appealed to his fancy? The reliability and the comfort of the suspension would depend entirely upon the user's common sense. Precisely the same reasoning applies to tyres. The Dunlop people never supply a complete pneumatic tyre. They sell Jones a cover and a tube. Jones has to provide a column of air at a certain pressure. In ninety-nine cases out of a hundred Jones has only the vaguest idea of the correct pressure for his tyres, and less idea of the actual pressure on which they are running at any

given moment. This is not the fault of the tyre company. With his new car Jones receives a miniature library including a volume which tells him all about tyre pressures. Jones is further equipped with a pressure gauge and a pump. But he continues to display an egregious recklessness in the matter of inflation. Should a long-suffering cover fail to cover the 10,000 miles which he regards as his due (no matter how fiercely he brakes and accelerates), he writes a furious letter to Fort Dunlop. Fort Dunlop reply politely, suggesting they would be interested to see the faulty cover. When they see it they almost always blame under-inflation, and Jones never believes them. He imagines the phrase is a convenient evasion, planned to save Fort Dunlop the cost of presenting him with a new cover.

### Fort Dunlop is Honest?

I should like to assure Jones that Fort Dunlop always knows the cause of any premature arterio-sclerosis or other senile symptoms in a tyre. They have deliberately destroyed innumerable covers in their own research work, and micro-photographed such covers at every stage of dissolution. I should further like to assure Jones that Fort Dunlop is honest. One does not build up such a gigantic business—approaching a monopoly, and a monopoly earned by quality—without satisfying the bulk of your customers. As a journalist, I have repeatedly conveyed the complaints of private customers to the Dunlop experts; and on one or two occasions I have allowed myself to imagine that the customers were right and the factory wrong. But I have invariably had irrefragable evidence laid before me at the finish. One of the most famous Continental manufacturers goes so far as to publish a series of photographs, depicting tyres destroyed by various forms of misuse, so that his customers can verify his verdicts. Mr. Paul prefers to carry conviction by reprinting the mileages obtained with similar tyres over similar roads on similar buses by various public companies. He

quotes the example of six fleets of motor buses, where all the conditions were identical save two. The roads naturally varied a little, but not enough to affect mileage seriously. The discipline on the upkeep side varied enormously. As a result the six fleets obtained the following mileages from their tyres: 40,236; 37,774; 29,786; 17,885; 12,488; and 12,074. These figures account for the fact that whereas Jones gets 3,000 from a cover on his 1928 four-seater Morris-Cowley, Brown is bragging of 20,000 miles with a similar cover on a similar car.

### How Tyres Stand the Strain

Incidentally Mr. Paul makes some very interesting remarks about the power absorbed by tyres; and an under-inflated tyre naturally absorbs more horsepower than one which is blown up harder. Under normal running conditions the power lost through the tyres amounts to about a third of the total energy lost in the car. At thirty miles an hour any given part of a tyre is compressed and released about 360 times a minute. The four balloon tyres of a light car consume approximately 2 h.p. at a legal limit speed; more if they are under-inflated. He also gives measured results with regard to racing tyres, which indicate the part played by them in the fantastic speed records of recent years.

For example, a 6-in. racing tyre only consumed about 5 h.p. at 140 miles an hour, which was the world's record speed not many years ago. But when a test of these tyres was made on a special racing track, the results were surprising. The tyre absorbed 25 h.p. It was thus obvious that unless or until a better tyre could be evolved for the purpose, the four tyres of the levitation racing car would absorb 100 h.p., a power allotment which could not be spared for the purpose. Mr. Paul is too canny to betray to rival manufacturers the figures for the racing tyres with which

they expect to break new records. But he prints the basic principle, which is already common knowledge. The power loss in a racing tyre is almost proportional to the speed up to a point; and that point is the moment at which the tyre begins to be overstressed, so that if the run continues the tyre will rapidly fly into rags, as so many of the early cord tyres did at Brooklands. It may thus be guessed that the Dunlops now seeking fame overseas have been machine-tested at higher speeds than any of the aspirants will reach; and that at such excessive speeds the tyres were well inside their safety limit.

### SEAGRAVE RETIRES

#### Famous Motorist to Give Up Racing

Permanent retirement from motor racing has been announced by Major Sir H. O. D. Segrave, who set the world's record of 231.35 miles an hour at the recent Florida tests.

After competing in the motor boat races he returned to England and is to devote himself to a cement business, continuing power boat racing as a hobby.

Speaking of the "Golden Arrow" after its record run, Major Segrave said the factor of safety in the tyres was 20 seconds and the life of the engine at full throttle was 30 minutes. The total life of the engine was six hours.

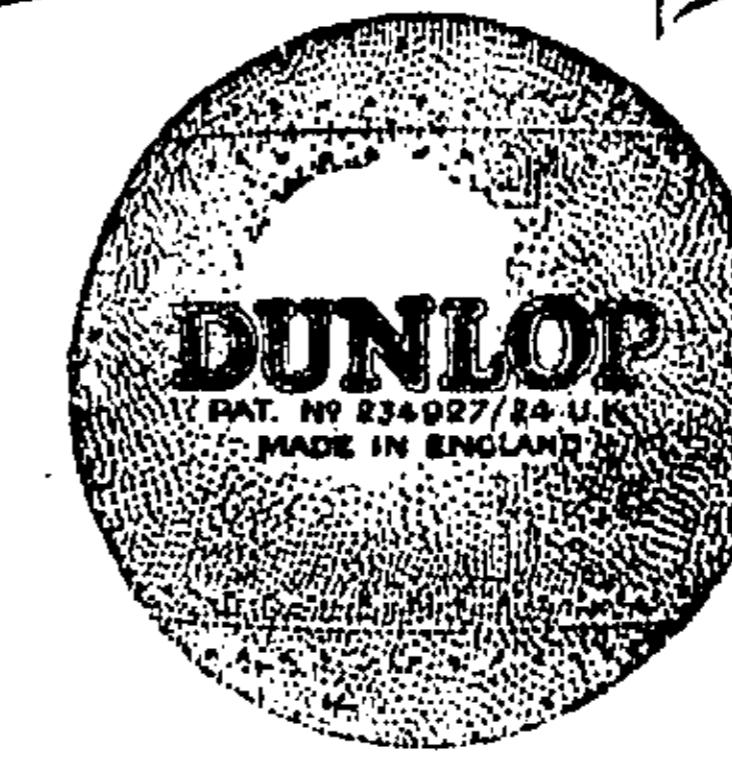
### AN ACHIEVEMENT

Miss de Havilland who arrived in Calcutta on March 16 on board the ship "Mandala" has covered 8,000 miles in a Baby Austin, having left London in October for America, New Zealand, Australia and now India. She is the sister of Geoffrey de Havilland, aircraft manufacturer. Her companion was Miss Mona Eley but the latter went no further than Hollywood and Miss de Havilland went on alone. Throughout the War she drove ambulances in France. She expects to be back home this month via Bombay.

# THE DUNLOP BALL DAVIS CUP 1928-9

Selected for the Final & Challenge Rounds for 1928 (in addition to 10 Davis Cup ties)

has again been chosen for the DAVIS CUP CHALLENGE ROUND 1929



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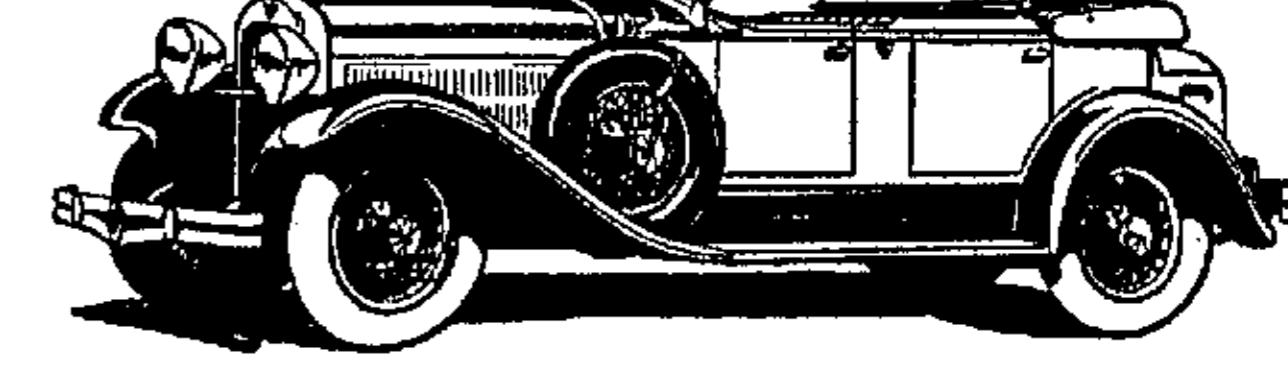
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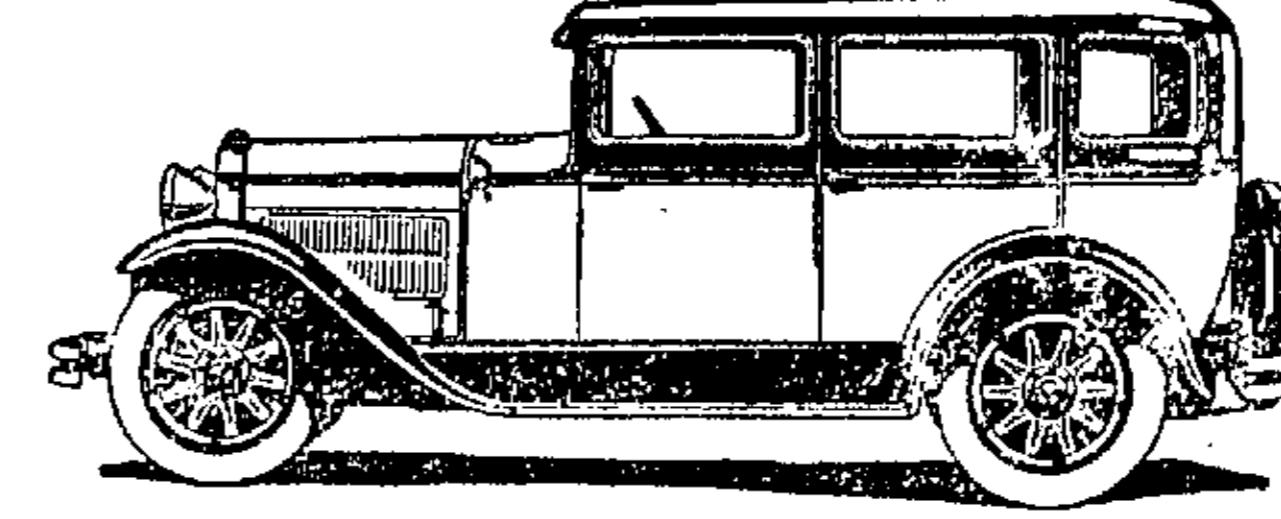
The DUNLOP BALL selected for the PROFESSIONAL CHAMPIONSHIP of FRANCE 1928 and 1929 won by Karel Kozeluh.

## LATEST MODEL 1929 NEW HUDSON — 5-SEATER SPORT TOURER.

IMPROVED in every major function of performance and control —  
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28-28 a DES VOEUX ROAD C.  
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### NEW ESSEX CAR

#### Many Improvements in New Model

##### BRAKE REGULATION

Essex the Challenger is the name of the new Essex car, and it is stated that it has a speed of 70 miles an hour.

The bore of the engine has been increased to 2 1/2 in. and the capacity is 2,638 c.c. It is said that the power has been raised by 24 per cent, and that 55 h.p. is given off. Higher speed and more flexibility are claimed, due to the larger bore, higher compression, heightened valve lift, a new cylinder head and combustion chambers. Improved valve timing, new position of the sparking plugs, a new lubrication system, better cooling, an improved silencer, and so forth. There are now automatic and manual heat controls for the carburation and an air cleaner is fitted. Carburation is assisted by the adoption of a vacuum booster which works on the Venturi principle, which facilitates starting and the answering of exceptional calls on the engine power.

The new main connecting-rod bearings are fitted in a different way, and there is a large capacity oil pump. The crank-case oil reservoir is in two sections, and there is an electrical gauge on the instrument board which shows the level of the oil in the crankcase. The

steering-gear is new and is adjustable to the driver's height. A fresh system of completely covered four-wheel breaking has been adopted, and is of the two-shoe type with moulded composition blocks instead of textile linings. Brake regulation can be done by hand.

There are seven different types of body—a tourer, a roadster, or as we should say a two-seater, a coupe, a convertible coupe, a coach, a standard saloon, and a town saloon. The convertible coupe and the town saloon, are new models. The front and rear seats of the saloons and the coach can be adjusted by a large worm screw placed between the seats, and when the lengthwise movement is altered the tilt of the seat cushion, in accordance with the change in the position of the seat, is altered automatically.

Among the body details to which attention may be called are the doors, which are sealed by covered tube rubber. The windows have sponge rubber strips, which support the glass on these sides to prevent rattle. Narrow corner posts give increased visibility, and the interior reflecting mirror has plate glass, which is tinted to minimize from the glare of the sun or bright head lamps approaching from the rear.

The new chassis is priced at £185, the two-door coach is £250, and the other models range up to £295 for the four-door town saloon and the convertible coupe. Wire-wheel equipment is £15 extra on all models.

### NEPAL KEEN

#### Cars Over Aerial Cables!

If there were a championship award for the world's most enthusiastic motorist it would undoubtedly go to some member of the Royal Family of Nepal. Nepal is a little kingdom on the northern border of India, almost under the shadow of Mount Everest, and there are few places in the world harder to reach by automobile.

A representative of the Royal Family recently took delivery in Calcutta of a Studebaker President Eight Limousine, a Studebaker Director Berline, and two Erskine Sixes. But the Royal Family resides in Kathmandu, capital of Nepal. The new cars had to be shipped by rail from Calcutta to a city 38 miles from the capital. From there they were driven to within 18 miles of Kathmandu. For the final 18 miles of the trip, however, the cars had to be transported by aerial cables over valleys and mountains where there is no sign of a road. Travellers are carried over this 18-mile stretch in coolie chairs.

After having surmounted all these difficulties to get their cars, the Royal Family can operate them on just 22 miles of road—which is the total extent of the little kingdom's highway system.

## TOURING CARS

ARE THE BEST FOR SUMMER.

## DODGE BROTHERS

BUILD THE BEST TOURING CARS.



## THE VICTORY SIX

IS THE ACHIEVEMENT OF DODGE BROTHERS.

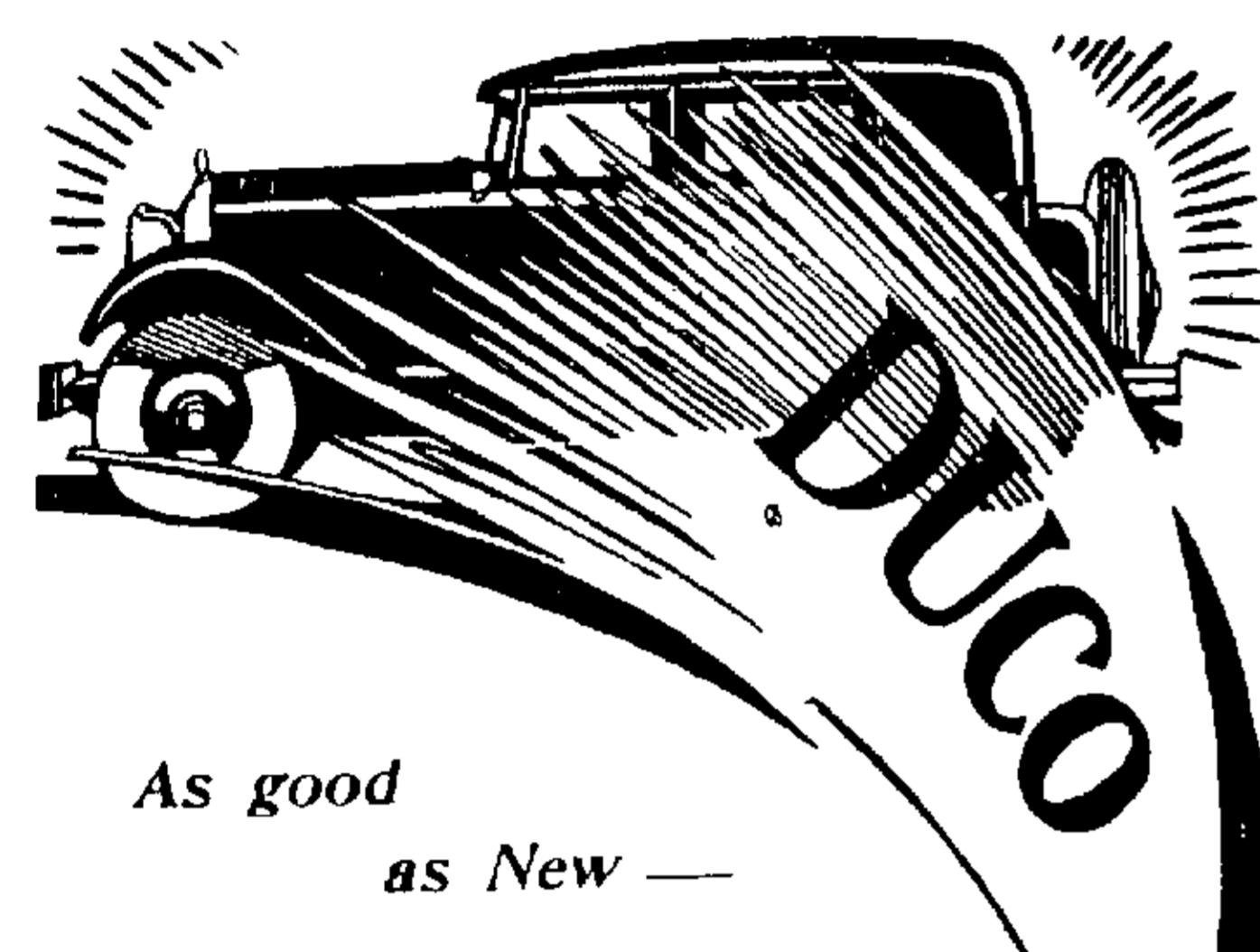
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## MICHELIN

READ THIS! — It will convince you of the  
Reliability of Michelin Tyres.

One of our customers writes . . . . . No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them . . . . . I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre . . . . .

Original of this letter can be seen at any time in our office upon application.

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## MOTORS IN INDIA

Subsidy For Heavy  
Vehicles

## GREAT BRITAIN'S SHARE

(From A "Times" Correspondent.)

The position and outlook in the Indian market afford striking testimony to the value of educational and propaganda effort by motor interests in countries only partially equipped for modern road traffic. The Indian Roads and Transport Development Association, Limited, comprising motor, oil, tyre, and transport interests and the principal users of roads, did much to create the public opinion which led to the overthrow of the theory that motor-cars are "luxuries" and therefore must pay double the 15 per cent. standard rate of import duty. Still more, the association helped to secure the appointment of the Indian Road Development Committee and to elucidate the facts on which the report is based. At the annual meeting of the association held in Bombay in December the document was described as satisfactory in large measure, though the council was not in full agreement with some of the recommendations.

The market is growing rapidly. In the last pre-War year the number of motor vehicles of all kinds absorbed was 4,419, while in 1927-28 it was 25,950. The average mileage of each vehicle has greatly increased, for the consumption of petrol—4,500,000 gallons before the War—is now 50,000,000 gallons, and it is increasing every year at the rate of about 30 per cent. compound interest. In the first nine months of the current fiscal year the importation of motor vehicles has been far in excess of all previous figures. But the trade is capable of enormous further expansion. With a population of 247,000,000 British India had fewer than 145,000 motor vehicles on the register on March 31, 1928.

**Import of Cars**  
In the last pre-War year the United Kingdom supplied 1,669 of the 2,880 motor-cars imported, but after the War the United States and Canada made rapid advance. In 1926-27 they supplied 8,506 of the 13,197 cars shipped to India, while the British share was 2,546. In 1927-28, on a total import of 15,122, England, with 3,600 cars, made a substantial advance, the supply representing 23 per cent. of the number and 29 per cent. of the value of the imports. Mr. Meek states in his "Review of the Trade of India in 1927-28" that owing to temporary suspension of manufacture the Ford car receded into the back-ground, and the gap in supply was filled by increased imports of cars of competing grades from the United States and of British light cars. The average declared value of cars shipped from England dropped in the year from Rs. 3,159 to Rs. 2,849 (5216 13s. 6d.).

Mr. T. M. Ainscough, H.M.'s Senior Trade Commissioner in India and Ceylon, wrote on these figures that he did not consider the position entirely satisfactory in view of the great potentialities of the market. He will be confirmed in this view by the fact that in the nine months to the end of 1928 Canada more than regained her old position, and the United States made further great advances, while the shipments from Britain remained at the level of the previous year. Yet, as Mr. Ainscough has shown, the leading models of most of the cheaper makes of British cars can now be marketed in India at prices which are within the purchasing power of the large section of consumers who pay some regard to finish, durability, and low running cost.

**Marketing**  
The problems now to be overcome, according to this careful and judicious observer, are largely those of representation and marketing. The majority of the most influential local firms and agents are committed to the sale of competing foreign makes, and if to-day a motor manufacturer is not prepared to open his own selling organisation it is almost impossible to secure the right kind of agent. Three leading British firms have set up such organisations, and a few others are adequately represented by local agents, but in respect to a number of makes the local representation is quite inadequate to the needs of the market.

Mr. Ainscough urges the need for more direct factory representatives to supervise the appointment and activities of local agents and to give that personal attention to the market which it receives from our leading foreign competitors. In this connection, note may be taken of the enterprise of General Motors, India, a subsidiary of the great Motors Corporation, in establishing a huge factory at Bombay to assemble and manufacture motor-cars and trucks for India, Burma, Ceylon, and Persia. The plant,

utilising a total capital outlay of about £750,000, is to maintain 21 separate manufacturing departments.

A feature of Indian life in the last two or three years has been the sudden and remarkable development of motor passenger services. In the important trade of motor-omnibuses, vans, and lorries, the United States and Canada have almost a monopoly. Of a total of 8,682 such vehicles imported in the last fiscal year, only 447 came from the United Kingdom and 268 others elsewhere than from North America. British suppliers have experienced great difficulty in pushing their sales owing to the very low and attractive prices offered by trans-Atlantic competitors. Small initial outlay appeals to the average Indian omnibus owner, as he has no large capital to invest either in first cost or in the maintenance of a repair organisation.

## British Six-Wheelers

The shipments from Britain comprise the heavier vehicles which are largely standardised by the tramway companies, which operate fleets of omnibuses in the large centres, and are also used by the transport companies in the ports. This type is seldom seen outside the few large towns and their immediate environment. Our manufacturers have now been given a notable opportunity by the decision of the Army Department to subsidise certain British makes and types of rigid, six-wheeled mechanical transport vehicles fitted for freight-carrying bodies on pneumatic tyres. It is significant, in connection with Mr. Ainscough's advice, that when the decision was announced late in the autumn there seemed in the market many prospective buyers of this type of vehicle, but few salesmen, Army Headquarters being besieged by applications for information concerning the conditions for subsidising purchases.

The object of the scheme, of course, is to provide mechanical transport to supplement existing military provision in a national emergency. Equitable conditions of purchase in such event are laid down. The vehicles or chassis must be capable of carrying a minimum net load of 30 cwt. in one category or 3 tons in another, such loads to be independent of the weight of body and any fixtures to chassis which they are normally designed to carry. The scheduled list of eligible vehicles, which are to be equipped with tyres of British manufacture and operated with such tyres during the period of enrolment, are of the following British makes:—Thornycroft, Guy, Karrier, Albion, Crossley, Scammell, Leyland, Vulcan, Bailey, and Morris. To obtain the subsidy the vehicle must be new and freshly imported, not having run more than 200 miles from the date of original registration after importation, and it must have been purchased within a year of manufacture. When the vehicle is enrolled Government will refund to the owner the import duty, and will also pay to him every six months in advance, so long as the vehicle is enrolled, 5 per cent. per annum for the first year and 7½ per cent. for the second and third years on the cost of the vehicle. It is officially stated that prolonged experiments and tests have shown that the six-wheeler type of vehicle is capable of giving remarkable performances off the road or on bad roads; that it has a much lower tyre cost a mile than a similar capacity four-wheeler; and that it gives safe passage of fragile goods, intensified braking power, the elimination of wheel spin, and great reduction of road shocks. With this subsidy scheme in existence, there should be a marked development of Indian absorption of British heavy vehicles.

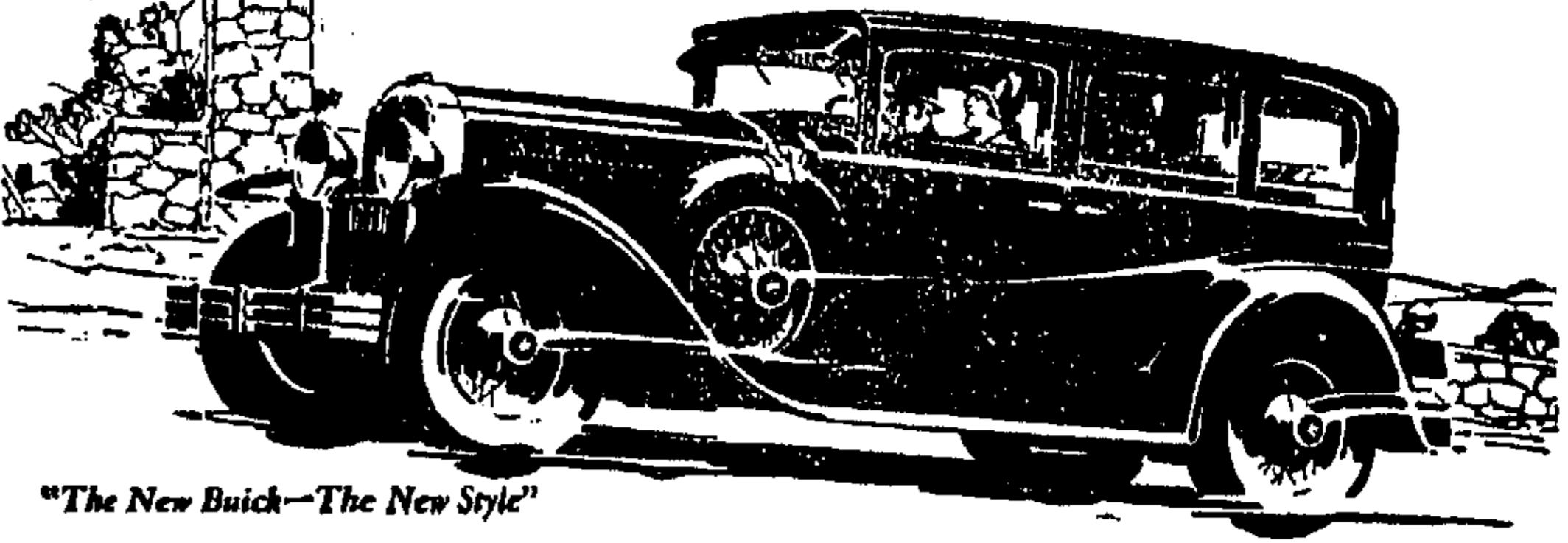
## MOTOR-COACH BATHS

A giant motor-coach, in which passengers walk upstairs to bed, and fitted with a bathroom with hot and cold running water, left London on its maiden journey to Manchester the other day. The coach can be converted for day or night travel. By day the accommodation is similar to that of a railway carriage, with seats on both sides of separate compartments connected by a corridor running the length of the coach on both decks. Each compartment has a table for reading, cards, or refreshment, and the coach is fitted with a gallery from which meals can be served. Forty passengers can be carried by day and 20 night.

## BUSINESS OPPORTUNITY.

**CLASSIFIED** Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or Phone C. 4041.

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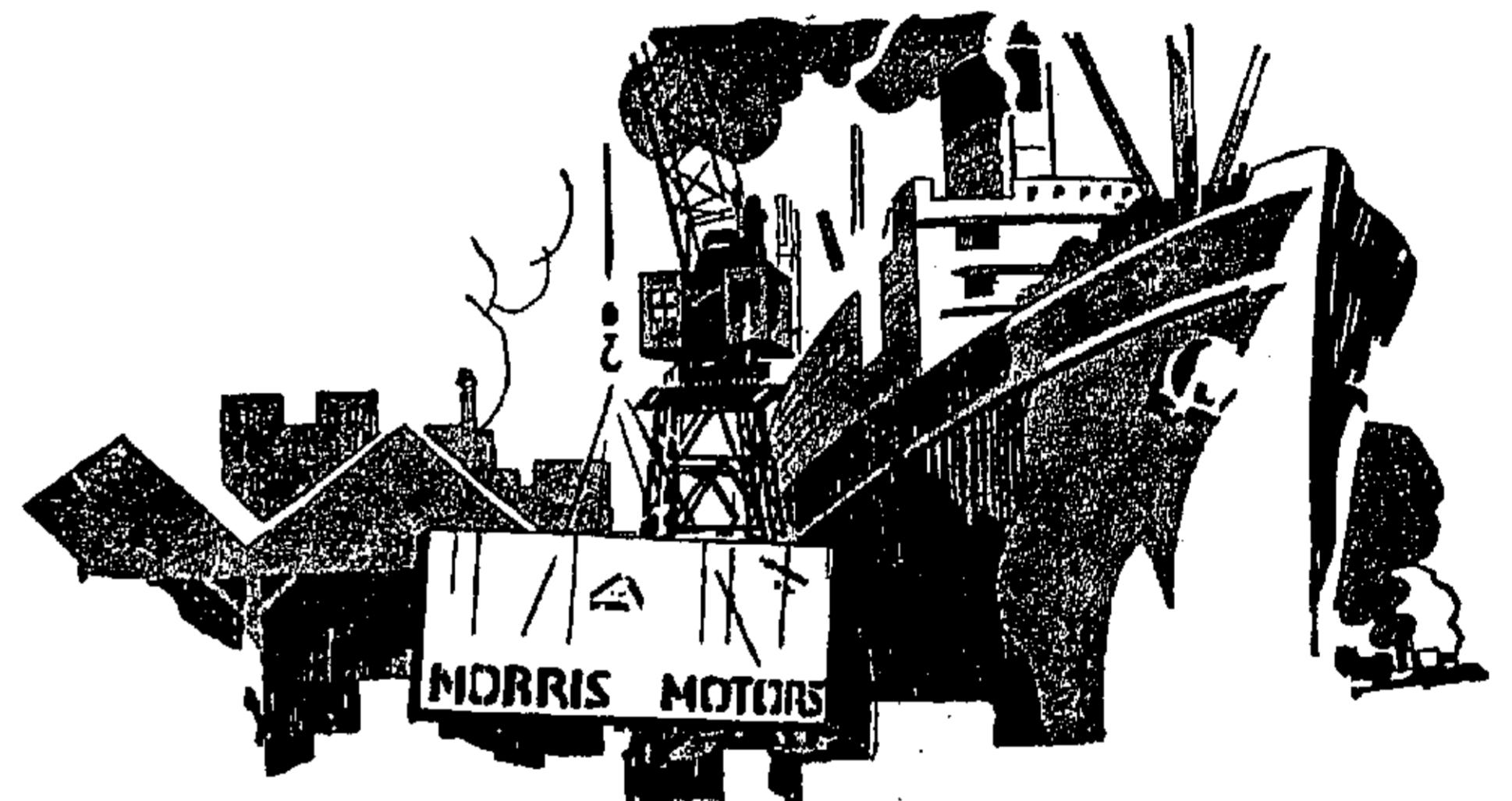
Buick Motor Company, Flint, Michigan  
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available on very attractive  
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WITH MASTERSPIECE BODIES BY FISHER

THE DRAGON MOTOR CAR COMPANY LTD.,  
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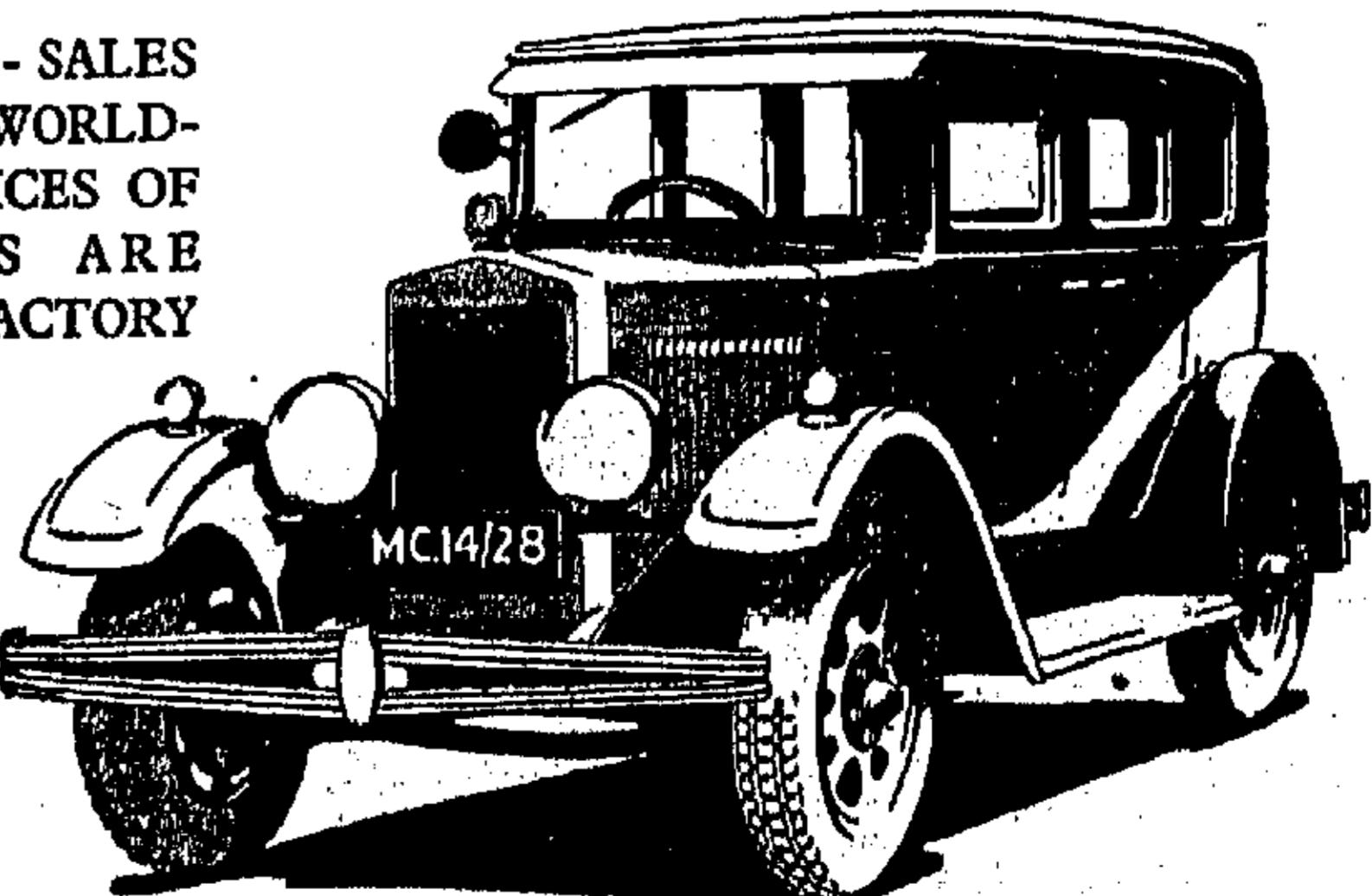


The car  
for every climate—  
**MORRIS**

**MORRIS**  
The Overseas A full 5-seater designed and built throughout by the greatest car manufacturers in Europe, and designed for a definite purpose—long, faithful, unfailing service under the world's worst conditions. Every dimension, every detail of engine, body and chassis is produced with this end in view—the high road clearance, the 56 in. track, the sturdy suspension, the deep springing, the powerful 14/28 h.p. engine . . . Use a car that has made its name on rugged mule-tracks and rocky gradients, broken paths and desert spaces under all climatic conditions.

MORRIS MOTORS (1926) LTD., COWLEY, OXFORD

MORRIS AFTER-SALES  
SERVICE IS WORLD-FAMOUS AND PRICES OF  
SPARE PARTS ARE  
FIXED BY THE FACTORY



THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.

Incorporated in Hong Kong

號九十五年九月九日

HONG KONG, SUNDAY, MAY 19, 1929.

十月四日已國華中

## A MEAN THEFT

## Blind Man Victim Of Robbery

## A KOWLOON CASE

How a man had the temerity to steal a basket containing all the worldly belongings of a blind man was related in a case heard at the Kowloon Magistracy yesterday, before Mr. T. S. Whyte-Smith.

As a fellow lodger accused had resided at No. 227 Temple street, the theft was not discovered until the blind man, until accused was brought back to the house following his arrest in Hangzhou. He had been stopped by a Chinese detective in the course of his ordinary duty, and accused, when he realised the intention of the detective, effected a break-away but was caught a short distance away.

He then admitted the theft, and said that he had also pawned a jacket (the property of the blind man) for 40 cents.

His Worship (addressing the police): Did he know it was the blind man he had stolen from? Yes, he did; he asked the complainant and for some money first.

Accused said he did not know complainant.

His Worship: Do you know he was staying in the same house? No, he was only a visitor.

Complainant said that the basket was on his bed and therefore accused must have been aware that it was his property.

His Worship: You admit you stole from a blind man. It is a particularly mean sort of theft. Three months?

The property was ordered to be restored to the complainant and the jacket that had been pawned was ordered to be redeemed.

## STONE THROWING

## Twelve Strokes For A Lad

## MIGHT HAVE BEEN FATAL

Employed specially for the purpose of chasing Chinese lads from the high fencing that surrounds a temporary theatrical matshed structure on the reclamation off Laichikok-road, an Indian watchman was struck on the head by a stone thrown by a boy who had been comfortably seated on the fence enjoying a "free show."

The foolish lad was arrested and yesterday he made his appearance before Mr. T. S. Whyte-Smith at the Kowloon Magistracy.

The Indian watchman said that he was not sure whether accused was one of a crowd of boys seated on the fence; neither was he certain who threw the stone.

The stone in question was produced in Court, being a rather large granite rock.

Another Indian guard who was standing quite close to complainant when the stone-throwing occurred said that he saw accused throw the rock. The latter was about four or five paces away from him and he had no difficulty in arresting him.

His Worship (to accused): "You might have done a great deal of damage to the guard. You might easily kill a man if it hit him on the temple or forehead. Twelve strokes of the cane in Court."

## SELLING" A GIRL

## Three Chinese Women In Trouble

## BAIL OF \$2,000

Appearing before Mr. T. S. Whyte-Smith at the Kowloon Court yesterday on \$2,000 bail three Chinese women were remanded on the application of the prosecution for a week.

They were charged with "selling or otherwise disposing of a Chinese girl named Chiu Lam-hing for an unlawful purpose".

Second and third accused were charged in addition with "knowingly deriving profit from the disposal" of the girl in question at No. 99 Temple-street, Yau Ma Tei.

Divisional Inspector R.A. Marks informed the Court that he knew little of the case as it was to be dealt with by the Secretariat of Chinese Affairs. He had been instructed by the latter to ask for a formal remand.

The application was granted and the bail of \$2,000 was allowed to stand.

A monument is to be erected at Gibraltar to the men of the United States Navy who lost their lives in that area during War.

## HOLIDAY RACING

(Continued from Page 4.)

DISCOUNT RATE  
Increase in 'Frisco Federal Bank

## NOW FIVE PER CENT.

San Francisco, Yesterday  
The San Francisco branch of the Federal Reserve Bank has increased its discount rate to 5 per cent.

## Increased Vetoed

Chicago, Yesterday  
According to the "Chicago Tribune" the Federal Reserve Board has refused to permit several of the Federal Reserve Banks, including New York and Chicago, to increase their discount rates to 5 per cent.

Following on the raising of the San Francisco rate all twelve institutions will have a rate of five per cent. from May 20.—Reuter's American Service.

## Yam Man's One-Third 160 lbs.

(Mr. Arnold) 1

## Ip &amp; Ma's Inca 152 lbs.

(Mr. Ip Kui-ying) 2

## Lau &amp; Lee's Duke of Milan 157 lbs.

(Mr. H. C. Lee) 3

## D. A. Cave's Movangher 150 lbs.

(Mr. Cave) 4

## Hau Un's Chicot 161 lbs.

(Mr. da Roza) 0

## Splits' Half Pint 155 lbs.

(Mr. Botelho) 0

## Seth's Heretofore 155 lbs.

(Mr. Basto) 0

## Luang &amp; Wong's Mirror Hall 157 lbs.

(Mr. S. Y. Liang) 0

## S. To Wong's Mountain Air 155 lbs.

(Mr. S. T. Wong) 0

## Hynes &amp; Mackie's Papaya 158 lbs.

(Mr. A. E. McCartney) 0

## Lau &amp; Lee's Ploughman 155 lbs.

(Mr. K. C. Lau) 0

## Service's Sopron 152 lbs.

(Mr. Soares) 0

## Time: 1 min. 57.2 5 secs.

## Four lengths; three lengths.

## Pari-mutuel, winner \$6.90, places, 1st \$6.00; 2nd \$10.70; 3rd \$9.40.

## Winner Places

Arimony 878 884

Movangher 124 270

Papaya 106 231

Duke of Milan 99 217

Inca 53 165

Sopron 35 92

Mountain Air 22 56

Half Pint 15 54

Mirror Hall 6 17

Ploughman 4 18

Heretofore 4 20

Chicot 4 20

Twelve novices faced the starter. Arimony was made hot favourite both because the animal was good and the jockey, Mr. Arnold, far better than our novices.

The race proved a long scramble with Arimony hanging on at the rear. Mr. Arnold sent him out from the Rock and won in a canter. Mr. Ip brought Inca into second place, although the animal wobbled in the straight. Duke of Milan ridden by Mr. Lee just "pipped" Movangher on the post. Mr. McCartney was seen to dismount from Papaya at the Village Bend. The pony was apparently lame.

The Officials

The officials for the meeting were:

Patron: H.E. Sir Cecil Clementi, K.C.M.G.

Honorary Stewards: H.E. Vice-Admiral A. K. Wastell, C.B., H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., Commodore R. A. S. Hill.

Stewards: Mr. C. G. S. Mackie (Chairman), Hon. Mr. B. D. F. Beith, Mr. R. M. Dyer, Sir Henry Gollan, Kt., C.M.G., Hon. Mr. A. C. Hynes, Mr. M. T. Johnson, Mr. T. E. Pearce, Hon. Mr. W. E. J. Shenton, Mr. F. Sutton, Mr. P. Tester.

Clerk of the Course: Mr. W. D. Fiddes Wilson.

Judge: Mr. D. E. Clark.

Assistant Judge: Mr. P. Tester.

In charge of the Scales: Mr. R. M. Dyer, Mr. T. E. Pearce, and Mr. C. B. Brown.

Starter: Mr. W. D. Fiddes Wilson.

Second Starter: Mr. S. A. Sleap.

Paddock: Mr. F. Sutton.

Handicappers: Mr. C. M. S. Alves and Mr. H. W. Moon.

Timekeeper: Mr. A. A. Alves.

Honorary Surgeon: Dr. J. C. Macgown.

Honorary Veterinary Surgeons: Major F. Roche Kelly, R.A.V.C., and Mr. L. Reidy, M.R.C.V.S.

Secretary: Mr. C. B. Brown.

Treasurers: Linstead &amp; Davis.

Band Programme

The Band of the 1st Battalion the Somerset Light Infantry played the following programme of music:

1.—March, Nibelungen, Wagner

2.—Fantasia, Peggy Ann Rodgers

3.—Selection, La Cigale, Audran

4.—Air de Ballet and Minuet in "A," Beethoven

5.—Excerpts from "The Year of Grace" Noel Coward

6.—Waltz, Estudiantina Waldteufel

7.—Fantasia, Show Boat Jerome Kern

8.—Mazurka, Sabre au Clair Mischa

9.—Fantasia, Sullivan arr. Godfrey

10.—Patrol, Jungle Drums Ketely

Regt. March, Prince Albert

God Save The King

Conductor: Mr. E. J. Woolcott

(Continued on next Column.)

## STAMP ORDINANCE

Terms of Reference Amended  
EVASION OF DUTY

## Share Transactions Subject Of Enquiry

The Colonial Secretary cordially informs us that His Excellency the Governor-in-Council has been pleased to direct the amendment of the terms of reference to the Stamp Duties Committee to read as follows:

"To consider the amendment of the Stamp Ordinance with a view to preventing evasion of the Stamp Duties on share transactions and of the Estate Duty on shares forming part of the estates of deceased persons."

## The Earlier Terms

The following is the earlier advice received on Monday last from the Colonial Secretary:

His Excellency the Governor-in-Council has been pleased to constitute a Committee under the Chairmanship of the Honourable Sir J. H. Kemp, K.C., C.M.G., Attorney General, to consider the amendment of the Stamp Ordinance, with a view to the protection of revenue derived from Stamp Duties and Death Duties.

The following gentlemen have accepted invitations to serve as members of the Committee:

Mr. M. J. Breen,  
The Hon. Dr. R. H. Kotewall, C.M.G.  
The Hon. Mr. A. C. Hynes.  
The Hon. Mr. B. D. F. Belth.  
Mr. J. Scott Harston.

## 1929 Rainfall 9.67 inches

Average 17.38 inches

Deficit 7.71 inches

## TWO AMPHIBIANS

## Round Trip of 2,544 Miles

## A FIRST ATTEMPT

Tokyo, Yesterday

Two naval amphibians are hoping off from Yokosuka to-morrow on a round trip of 2,544 miles to Saipan Island, in the Mariana Group and return.

The amphibians expect to arrive at Saipan Island on Sunday, stopping at Chichijima, in the Bonin, en route. This is their first attempt.—Reuter.

## DUTCH FLYERS

## Safe Arrival At Batavia

## FLIGHT FROM HOLLAND

Batavia, Yesterday

The Dutch seaplanes have arrived safely here after a flight from Holland.—Reuter.

[A Colombo cable of May 13 stated: The two Dutch seaplanes (en route for Batavia from Holland) have arrived at Trincomalee. The Dutch flying officer, who recently was injured, has undergone an operation aboard the British cruiser "Enterprise" at present at Trincomalee.]

## EVACUATION

## What Japan Is Doing In Shantung

## COMPLETED TO-MORROW

Peking, Yesterday

A telegram from Tsingtao states that a second Japanese transport left for Japan on Friday, one is leaving to-day and one to-morrow (Sunday). Three are leaving on Monday; thus completing the evacuation.—Reuter.

## MOTOR MISHAP

## Misunderstanding of Signals

A motor accident occurred in Queen's-road Central, near Murray-road, at 3 p.m., yesterday. The cars involved were proceeding in opposite directions. The one which was travelling towards Wan Chai should have had the right of way as the other's intention was to turn into Murray-road.

There was a misunderstanding of signals, however, and the cars crashed head on. One had its radiator and axle damaged, whilst the left wheel and mudguard of the other were broken. Both had to be towed away from the scene of the accident. Neither of the drivers suffered any injury.